Traffic Impact Analysis for Freeway Interchanges, prepared by Austin-Foust Associates, Inc., January 9, 2007

DRAFT

NORTHLAKE VTTM 51852 Traffic Impact Analysis for Freeway Interchanges

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Contents	Page
	_
1.0 BACKGROUND	1
2.0 STUDY AREA	5
3.0 METHODOLOGY	8
4.0 IMPACT ANALYSIS	8
5.0 MITIGATION	11
6.0 CONCLUSION	14
APPENDIX A – DELAY AND LOS WORKSHEETS	A-1
Figures	Page
Figure 1: Project Site Location	2
Figure 2: Project Site Plan (North)	
Figure 3: Project Site Plan (South)	4
Figure 4: Existing Roadway System (2003)	
Figure 5: Peak Hour Turning Movement Volumes - Existing Conditions	
Figure 6: 2030 Peak Hour Without Northlake	
Figure 7: 2030 Peak Hour With Northlake Phase 1	
Figure 8: Northlake Phase 1 (VTTM 51852) Lane Configurations	13
Figure A-1: Intersection Study Locations - Off Site Intersections	A-2
Tables	Page
Table 1. I and Heart Main Comment on Comment Design	
Table 1: Land Use and Trip Generation Summary - Proposed Project	C
Table 2: Average Vehicle Delay and LOS Summary - 2030 Conditions	
Table 3: Mitigation Summary for Interchange Locations	
Table 7. Alverage vehicle Delay and Lees sulfillially " Zeet initigation Conditions	

NORTHLAKE VTTM 51852 Traffic Impact Analysis for Freeway Interchanges

1.0 BACKGROUND

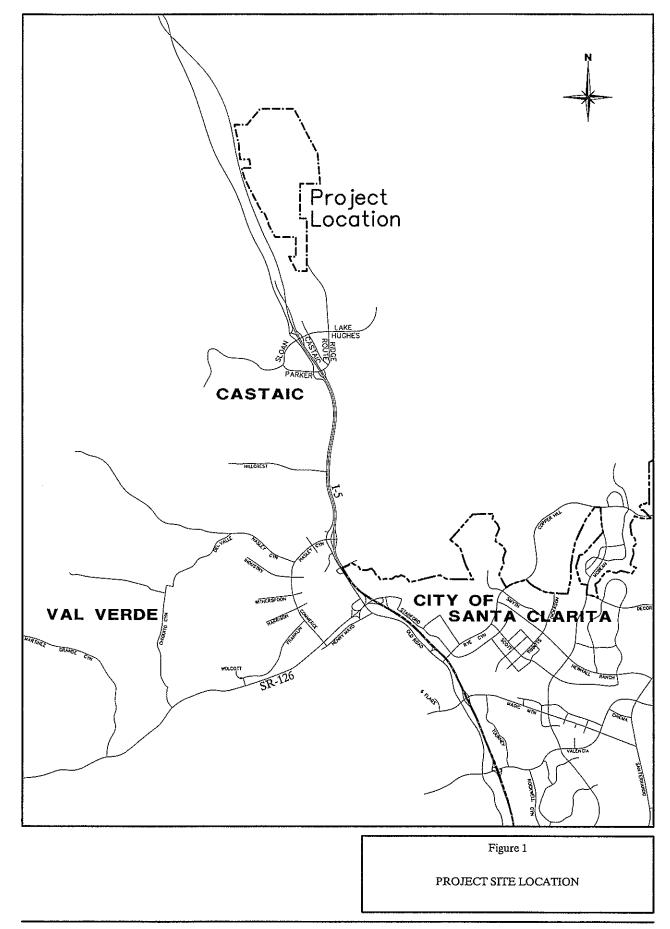
This report presents the results of the revised impact analysis for the proposed Northlake Phase 1 VTTM 51852 development for locations that are part of the State highway system. A comprehensive traffic impact analysis was prepared for the project's Environmental Impact Report (EIR) in December 2005. That analysis identified project impacts at several off-site locations including intersections located at the I-5 freeway interchanges at Parker Road and Lake Hughes Road. Caltrans has jurisdictional authority over the interchanges and, at the request of Caltrans, the impact analysis and resulting mitigation measures for the interchange locations have been re-evaluated.

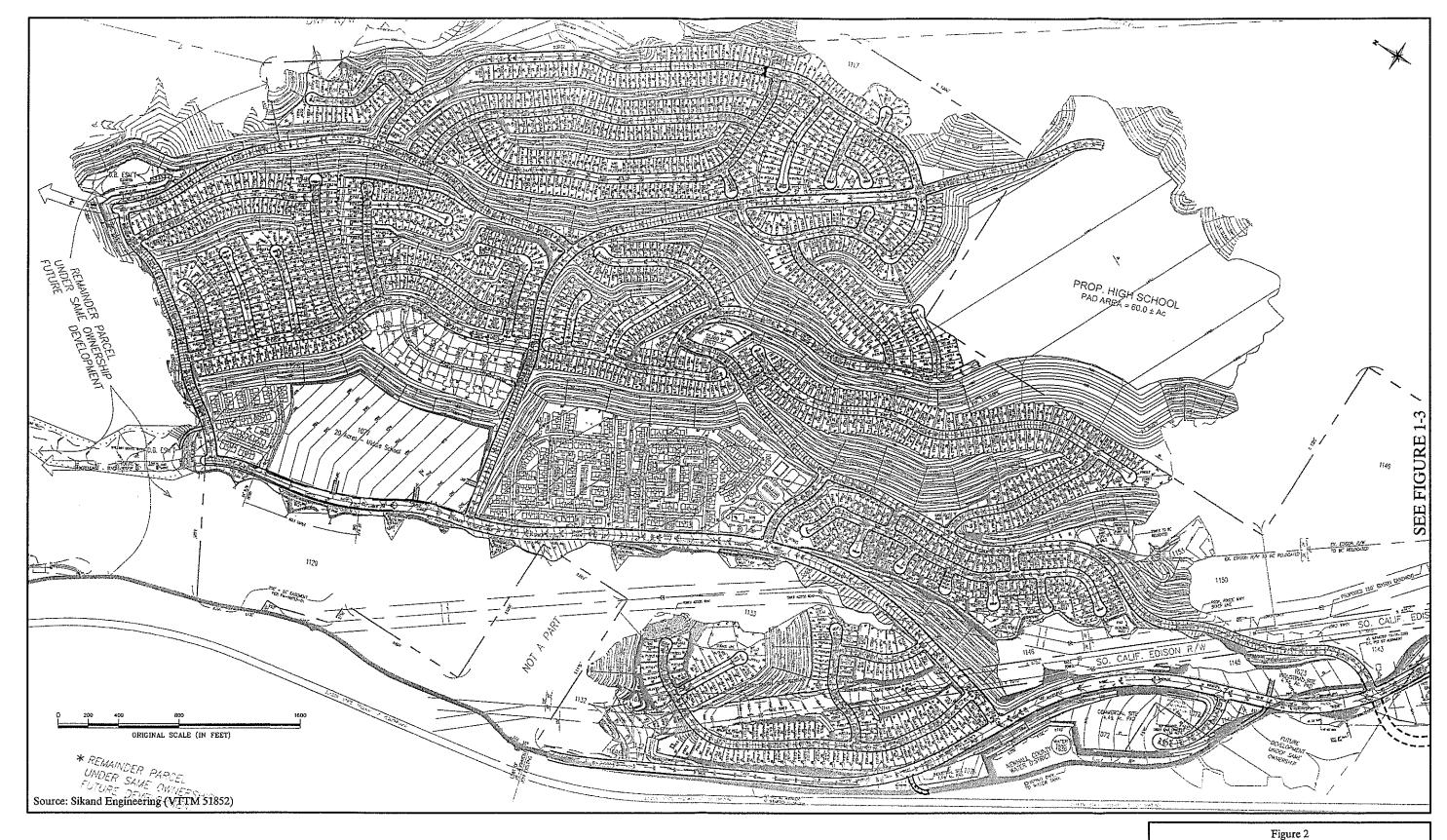
Northlake is located in the Castaic community, east of Interstate 5 (I-5) and north of the Lake Hughes Road interchange. Figure 1 illustrates the general location of the project site. A Specific Plan was approved in 1991 for a development consisting of nearly 4,000 residential dwelling units. VTTM 51852 represents one portion of this development area and consists of 1,051 single-family detached units and 645 condominium units. Figure 2 illustrates the northern portion of the proposed site plan, which includes the residential development areas. The southern portion of VTTM 51852 is illustrated in Figure 3, which shows the extension of existing Ridge Route Road into the project area.

The project site encompasses 804 acres located in the Northlake Specific Plan area of unincorporated Los Angeles County, immediately north of the existing community of Castaic. It is currently vacant with no previous uses at this location. The proposed project is consistent with the Specific Plan designations for the area.

Based on established trip rates published by the Institute of Transportation Engineers (ITE) and the County of Los Angeles, the residential units of VTTM 51852 are forecast to generate approximately 15,200 ADT with approximately 1,140 tripends in the AM peak hour (900 outbound) and approximately 1,530 tripends in the PM peak hour (980 inbound), as shown in Table 1.

1





PROJECT SITE PLAN (NORTH)

Austin-Foust Associates, Inc. 880003rpt3TentMap.dwg

Table 1: Land Use and Trip Generation Summary - Proposed Project

		A	M Peak Ho	our	P			
Land Use	Amount	In	Out	Total	In	Out	Total	ADT
TRIP GENERATION					***************************************		***************************************	
Single Family Residential	1,053 DU	200	590	790	674	390	1,064	10,077
Condominium/Townhome	645 DU	39	310	349	303	168	471	5,160
RESIDENTIAL TOTAL	1,698 DU	239	900	1,139	977	558	1,535	15,237
Middle (Jr. High) School	1,200 STU	348	288	636	96	84	180	1,944
		TRIP	RATES					
Single Family Residential ¹	DU	.19	.56	.75	.64	.37	1.01	9.57
Condominium/Townhome ²	DU	.06	.48	.54	.47	.26	.73	8.00
Middle (Jr. High) School ³	STU	.29	.24	.53	.08	.07	.15	1.62

Trip Rate Sources:

² Los Angeles County Traffic Impact Analysis Guidelines

Notes:

DU = Dwelling Units; STU = Student

Trip generation is rounded at each individual traffic zone.

The project site includes a portion of the existing Ridge Route Road. The existing roadway system of the nearby Castaic community is illustrated in Figure 4 in the form of mid-block lanes, as well as intersection lane configurations and control types for the major intersections.

The I-5 freeway provides regional access to the Los Angeles area to the south and to Kern County to the north. It currently consists of four lanes in each direction. In the Castaic area, interchanges exist at Lake Hughes Road and at Parker/Ridge Route Road. At the Lake Hughes Road interchange, direct ramps exist for the northbound direction, and hook ramps to and from The Old Road for the southbound direction. At the Parker/Ridge Route interchange, ramps exist for movements to and from the south only.

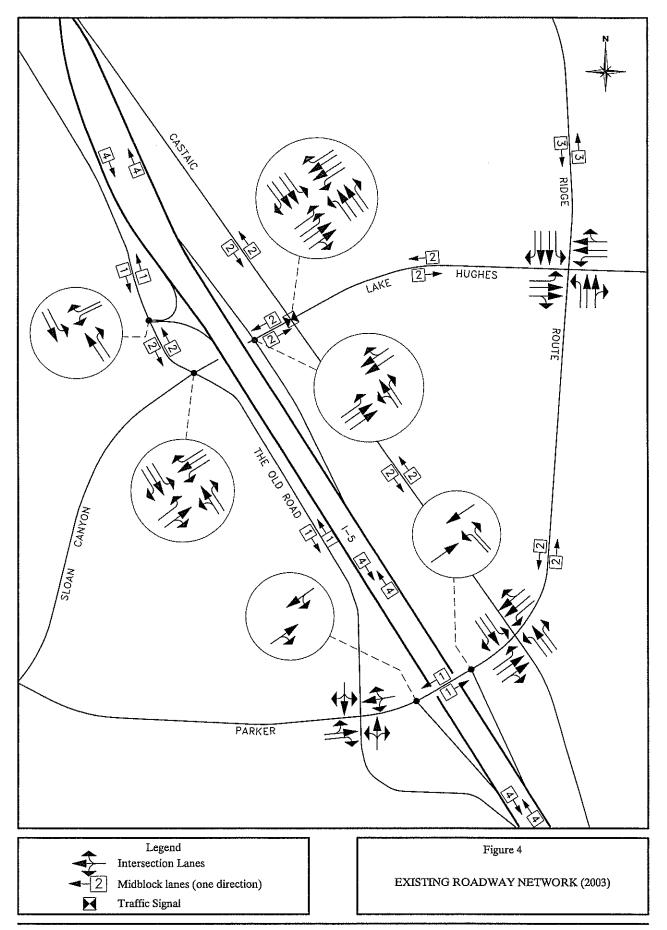
Peak hour turning movement volumes for each major intersection can be found in Figure 5. The traffic counts were collected in May and November 2003 for the EIR Traffic Study.

2.0 STUDY AREA

The study area used for this analysis represents the intersections at the Parker Road and Lake Hughes Road interchanges. Traffic flow through the adjacent County intersections was also taken into account as part of the operational analysis of the interchange locations. These locations were part of the EIR Traffic Analysis prepared in December of 2005.

¹ Institute of Transportation Engineers (ITE) Category 210 (Single-Family Detached Housing), 7th Edition

³ Institute of Transportation Engineers (ITE) Category 522 (Middle School/Jr. High School), 7th Edition



PEAK HOUR TURNING MOVEMENT VOLUMES - EXISTING CONDITIONS

Figure 5

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NAOJS

Sources: Draft Northlake VTTM 51852 Traffic Impact Analysis, December 2005

3.0 METHODOLOGY

This revised impact analysis evaluates the proposed project in accordance with the guidelines set forth by Caltrans. The project is evaluated using forecasts corresponding to approximately 20 years after the anticipated date of construction, which for this analysis results in a horizon year of 2030.

4.0 IMPACT ANALYSIS

An intersection delay and level of service (LOS) analysis is prepared to determine if the proposed project causes a significant impact. Average vehicle delay in seconds is calculated with and without project traffic using the Synchro traffic operations modeling software.

Caltrans objective is to maintain LOS C or better but Caltrans acknowledges that LOS C is not always feasible in an urban environment. For this analysis, project mitigation is proposed when with-project conditions exceed LOS D in order to achieve with-project conditions that are equivalent to or better than no-project conditions.

The project is evaluated for impacts using the Caltrans specified methodology which is based on forecasts corresponding to approximately 20 years after the anticipated date of construction, which for this analysis results in a horizon year of 2030. This horizon year is then evaluated for conditions with and without the project in order to evaluate any impacts the project creates within the study area. Illustrations of turning movement volumes for 2030 conditions with and without project traffic are provided in Figures 6 and 7, respectively.

Table 2 summarizes the average vehicle delays and LOS for 2030 conditions, both with and without the project. As shown, the project causes a significant impact at the following intersections:

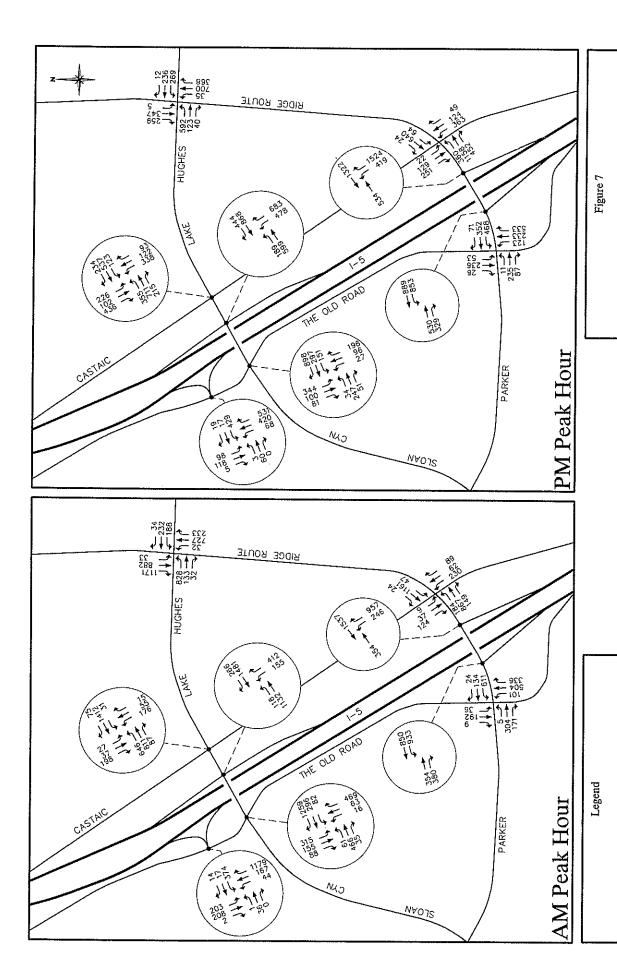
- Old Road & I-5 SB Ramps (Lake Hughes interchange)
- I-5 NB Ramps & Lake Hughes
- I-5 SB On-Ramp & Parker
- I-5 NB Off-Ramp & Parker/Ridge Route

Mitigation that addresses the significant impacts is provided in Section 5.0.

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Northlake VTTM 51852 Traffic Impact Analysis for Freeway Interchanges

2030 PEAK HOUR WITH NORTHLAKE PHASE 1



Turning Movement Volume

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Table 2: Average Vehicle Delay and LOS Summary - 2030 Conditions

		2030 N	o Project		2030	With No	Increase			
	AM		PM		AM		PM		AM	PM
Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay
1. Old Road & I-5 SB Ramps	666	F	251.9	F	>1,000	F	444.9	F	*	193.0*
3. I-5 NB Ramps & Lake Hughes	>1,000	F	>1,000	F	>1,000	F	>1,000	F	*	*
7. I-5 SB On-Ramp & Parker	58.8	F	51.9	F	115.9	F	137.6	F	57.1*	85.7*
8. I-5 NB Off-Ramp & Parker/Ridge Route	>1,000	F	>1,000	F	>1,000	F	>1,000	F	*	*

^{*}Significant Impact.

Delay = Average Delay/Vehicle (seconds)

Intersection numbering refers to the Northlake VTTM 51852 Traffic Impact Analysis (December 2005) numbering system

Level of service ranges (based on average vehicle delay) for two-way stop-controlled intersections:

0-10 A

> 10-15 B > 15-25 C

> 25-35 D

> 35-50 E

5.0 **MITIGATION**

In the December 2005 traffic study, two intersections were identified as being significantly impacted by the proposed project and seven additional intersections were identified as being significantly impacted by the cumulative effect of project plus related project traffic. Mitigation for these impacts was proposed within the traffic study. At the request of the Los Angeles County Department of Public Works, Caltrans was consulted for the acceptance of the proposed freeway interchange mitigation measures as Caltrans has the jurisdictional authority over the locations due to their being a part of the State highway system. After Caltrans review, some aspects of the mitigation were determined to be undesirable and new mitigation measures were requested.

Table 3 summarizes the new proposed mitigation measures that are the result of this revised analysis. Table 4 summarizes the average vehicle delays and LOS for 2030 with project conditions, with and without the proposed mitigation, and shows that the project impacts are effectively mitigated by the proposed improvements. An illustration of the proposed improvements is provided in Figure 8.

Table 3: Mitigation Summary for Interchange Locations

Location	Project Impacts
1. I-5 Freeway Southbound Ramps at the Old Road (Lake Hughes Interchange)	East Approach: Restripe off-ramp to provide a second westbound left-turn lane (for one left-turn lane and one shared left/through/right-turn lane) South Leg: Restripe southbound direction to accommodate two left-turn lanes on the East approach Install traffic signal (when warranted)
3. I-5 Freeway Northbound Ramps at Lake Hughes Road	East Approach: Restripe roadway to provide a separate westbound right-turn lane (for two through lanes and one right-turn lane) Install traffic signal (when warranted)
7. I-5 Freeway Southbound On-Ramp at Parker Road	West Approach: Widen roadway to provide a separate eastbound right-turn lane (for one through lane and one right-turn lane)
8. I-5 Freeway Northbound Off-Ramp at Parker/Ridge Route Road	South Approach: Widen off-ramp to provide a second northbound right-turn lane (for 1 left-turn lane and two right-turn lanes) Install traffic signal (when warranted)

Table 4: Average Vehicle Delay and LOS Summary - 2030 Mitigation Conditions

		2030 No	Project		2030	With No	ase I	Decrease		
Intersection	AM		PM		AM		Intersection		AM	PM
	Delay	LOS	Delay		Delay	Los	Delay		Delay	LOS
1. Old Road & I-5 SB Ramps	666.0	F	251.9	F	11.7	В	14.6	В	654.3	257.3
3. I-5 NB Ramps & Lake Hughes	>1,000	F	>1,000	F	40.0	D	28.6	С		
7. I-5 SB On-Ramp & Parker	58.8	F	51.9	F	23.0	С	36.6	E	35.8	15.3
8. I-5 NB Off-Ramp & Parker/Ridge Route	>1,000	F	>1,000	F	63.9	Е	70.6	E		**

Delay = Average Delay/Vehicle (seconds)

Intersection numbering refers to the Northlake VTTM 51852 Traffic Impact Analysis (December 2005) numbering system

Level of service ranges (based on average vehicle delay) for two-way stop-controlled intersections:

0-10 A

> 10-15 B

>15-25 C

> 25-35 D

>35-50 E

>50 F

Level of service ranges (based on average vehicle delay) for signalized intersections:

<10 A

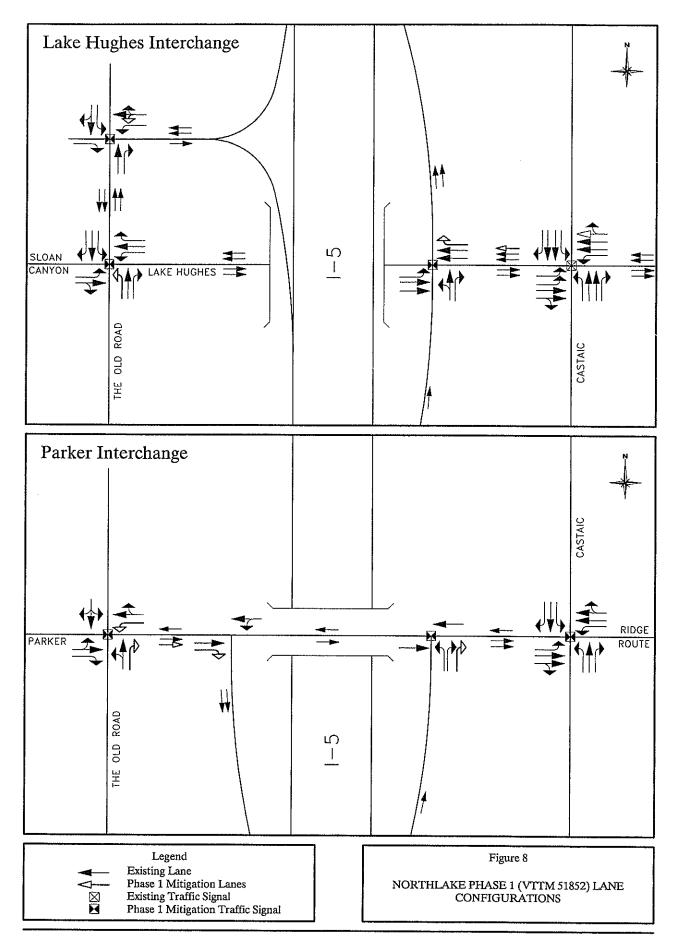
> 10-20 B

> 20-35 C

> 35-55 D

>55-80 E

>80 F

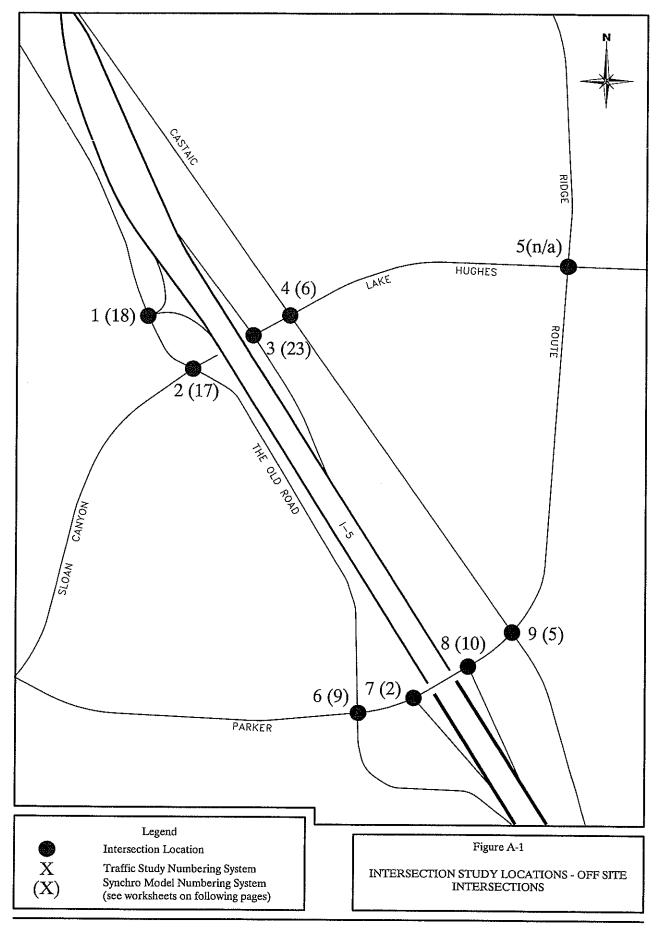


6.0 CONCLUSION

At the request of Caltrans, revised mitigation measures have been identified for four intersections under Caltrans jurisdiction that were previously identified by the project's December 2005 EIR traffic analysis as being significantly impacted by the proposed project. Caltrans specified methodology was utilized for this analysis and new mitigation measures were identified accordingly. These mitigation measures, as shown in the previously referenced Table 3, address the comments raised by Caltrans during their review of the December 2005 study.

APPENDIX A DELAY AND LOS WORKSHEETS

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	→	− ×4	4	-4	4	4	
Movement	ÉBT	EBR	WBL	WBT	NWL	NWR	
Lane Configurations	1>			र्स			
Sign Control	Free			Free	Stop -		
Grade	0%			0%	0%		
Volume (veh/h)	346	380	820	819	0	0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	346	380	820	819	Ó	0	and the state of t
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s) Percent Blockage							
Right turn flare (veh)							
Median type				_	None		
Median storage veh)					, tono		Company and the Company of the Compa
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			726		2995	536	
vC1, stage 1 conf vol	Vennus Province Available	A DESCRIPTION OF COMMUNICATION		and their recoverable at the control of	TO AND THE PROPERTY OF PERSONS	A CONTRACTOR OF THE PROPERTY O	
vC2, stage 2 conf vol							
vCu, unblocked vol			726		2995	536	
tC, single (s)			4.1		6.4	6.2	Z DANDE SANTAN SANTAN ZI CHAKE DAN DANA CHAKERDAN MIN SEKELADA
tC, 2 stage (s)			0.0		0.5	0.0	
tF (s) p0 queue free %			2,2 5		3.5 100	3.3 100	
cM capacity (veh/h)			863		100	545	
Experience of the control of the con			003			343	
Direction, Lane#	EB 1	WB 1					
Volume Total	726	1639					
Volume Left	0	820					
Volume Right cSH	380	000					
Volume to Capacity	1700 0.43	863 0.95					
Queue Length 95th (ft)	0.43 0	376					
Control Delay (s)	0.0	58.8					
Lane LOS		- F					
Approach Delay (s)	0.0	58.8					
Approach LOS				And were successive			
					·		
Intersection Summary			40.8				
Average Delay Analysis Period (min)			40.8 15				
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	***************************************		(1)	1,4000 3415 5145 5145 514		2.0000000000000000000000000000000000000	mana po cum esta menor como a se esta su esta se de la como de la como de la como de la como porte de la como dela como dela como de la como dela como de la como de la como de la como de la como dela como de la como dela

Intersection has too many legs for HCM analysis.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	ሳ ጉ		79	ሶ	Ħ	³ 1	ቀ ቀ	T.	78	ቀ ቀ	7*
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	3303	3348	0	1787	3574	1599	1641	3282	1468	1736	3471	1553
Flt Permitted	0.950			0.950			0.732			0.719		
Satd. Flow (perm)	3303	3348	0	1787	3574	1599	1264	3282	1468	1314	3471	1553
Satd. Flow (RTOR)		29				56			15			198
Volume (vph)	646	690	87	24	796	56	176	55	15	27	37	198
Lane Group Flow (vph)	646	777	0	24	796	56	176	55	15	27	37	198
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		_ 2	6		6
Total Split (s)	18.0	30.0	0.0	8.0	20.0	20.0	22.0	22.0	22.0	22.0	22.0	22.0
Act Effct Green (s)	13.7	30.0		4.0	15.5	15.5	18.0	18.0	18.0	18.0	18.0	18.0
Actuated g/C Ratio	0.23	0.51		0.06	0.26	0.26	0.30	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.85	0.45		0.21	0.85	0.12	0.46	0.06	0.03	0.07	0.04	0.32
Control Delay	34.7	10.8		32.0	31.7	6.4	21.7	15.2	8.3	15.7	15.1	4.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.7	10.8		32.0	31.7	6.4	21.7	15.2	8.3	15.7	15.1	4.6
LOS	C	В		C	С	Α	С	В	Α	В	В	Α
Approach Delay		21.6			30.1			19.5			7.2	
Approach LOS		С			С			В			Α	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 59.2

Control Type: Actuated-Uncoordinated

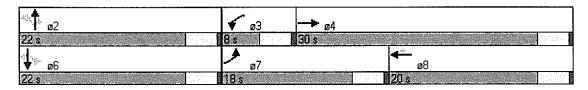
Maximum v/c Ratio: 0.85

Intersection Signal Delay: 22.7

Analysis Period (min) 15

Intersection LOS: C

Splits and Phases: 6: Lake Hughes & Castaic



	<i>></i>		*	*	*	*	4	†	/	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्ब	ř		4			4			4	OF OWN OF STREET VI.
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	304	171	580	134	24	101	504	328	36	192	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	5	304	171	580	134	24	101	504	328	36	192	9
Direction, Lane#	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total (vph)	309	171	738	933	237							
Volume Left (vph)	5	0	580	101	36							
Volume Right (vph)	0	171	24	328	9							
Hadj (s)	0.03	-0.68	0.19	-0.16	0.04							
Departure Headway (s)	8.9	8.2	8.5	8.0	9.2							
Degree Utilization, x	0.76	0.39	1.74	2.08	0.60							
Capacity (veh/h)	393	435	428	455	380							5.00m (Del 7.00m)
Control Delay (s)	33.8	15.0	362.7	513.7	25.2							
Approach Delay (s)	27.1		362.7	513.7	25.2							*****
Approach LOS	D		F	F	D							
Intersection Summary												
Delay			320.7									
HCM Level of Service			F								///	ender-ominionity (year-one-om-
Analysis Period (min)			15									

	>	*	*	←	4	<i>></i>
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u></u>			^	75	7
Sign Control	Free			Free	Stop	•
Grade	0%	and the second section of the second		0%	0%	
Volume (veh/h)	346	0	0	1393	246	850
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	346	0	0	1393	246	850
Pedestrians				· · · · · · · · · · · · · · · · · · ·		
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage			ويرويون			40
Right turn flare (veh)					Nices	16
Median type					None	
Median storage veh)						
Upstream signal (ft) pX, platoon unblocked						
vC, conflicting volume			346		1739	346
vC, conflicting volume vC1, stage 1 conf vol		and the second second	J40		1135	040
vC1, stage 2 conf vol						
vCu, unblocked vol		2-	346		1739	346
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)	3					
tF (s)			2.3		3.6	3.4
p0 queue free %			100		0.0	0
cM capacity (veh/h)			1191		94	688
NO. 2012. COLORS NO. COLORS AND PROPERTY AND			BOOKER STOREST STOREST STOREST			
Direction, Lane#	EB 1	WB 1	NB 1			, Y.
Volume Total	346	1393	1096			
Volume Left	0	0	246			
Volume Right	4700	1700	850			
cSH	1700	1700	320 3.42			
Volume to Capacity	0.20	0.82	3.42 Err			
Queue Length 95th (ft) Control Delay (s)	0. 0	0.0	Err			
Control Delay (S) Lane LOS	บ.บ	0.0	Err F	A.E.A		
Approach Delay (s)	0.0	0.0	Err			
Approach LOS	0.0	0.0	F		Torrest Comment	a de la companya de l
			1			
Intersection Summary						
Average Delay		3	3865.6			
Analysis Period (min)			15			
Tamaharaha Manaharaha Andre and Andre and Andre and Andreas An						

intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

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Movement '	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ክ	þ		ኻ	ጉ	WATER A TRANSPORT OF THE PARTY	ሻ	ተ	7	ሻ	4	
Sign Control		Stop			Stop	and the second second	and the second	Free			Free	
Grade	•	0%		0.50	0%	4.4	4.4	0%	600	000	0%	ń
Volume (veh/h) Peak Hour Factor	1.00	36 1.00	0 1.00	356 1.00	17 1.00	14 1.00	44 1.00	167 1.00	620 1.00	203 1.00	208 1.00	2 1.00
Hourly flow rate (vph)	1.00	36	1.00	356	1.00	14	44	167	620	203	208	1.00
Pedestrians		and the second						APANTAN MENANTAN		See a samuel se describerada		
Lane Width (ft)												
Walking Speed (ft/s)		A\$00.2304.200.023.02.000.00	**************************************		304332000000000000000000000000000000000	14/1.00 \$ \$45.00 45 4.00 \$6.50		,				MILONIO DE 2012 DE 201
Percent Blockage												
Right turn flare (veh)												
Median type Median storage veh)		None			None							
Upstream signal (ft)												
pX, platoon unblocked											and the second second	
vC, conflicting volume	892	1490	209	887	871	167	210			787		
vC1, stage 1 conf vol	SELECTI PARELLE CON METATE	er (na seu ann an	THE SPECIAL SP		NO IX NESSAN ACIO ESSAN SILA ES	MARKATA MARKATANA	PARTICIPATE ARTISTA ACTIVITA	COTTO A MODEL AND A TOTAL OF A MODEL OF A MO	WEST PROVIDED CONTROL CONTROLS	ON THE COMMITTEE STATE OF STATE	00.000.000 4.0000 4.0000.00 AVA	2012/2016/### XVX###CX
vC2, stage 2 conf vol												
vCu, unblocked vol	892	1490	209	887	871	167	210			787		
tC, single (s)	7.1	6.5	6.2	7,2	6.6	6.3	4.1			4.1		
tC, 2 stage (s) tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.2		
p0 queue free %	99	60	100	0.0	92	98	97			76		
cM capacity (veh/h)	193	91	831	145	209	867	1343			837		
Direction, Lane #	EB 1	EB2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2			
Volume Total	1	36	356	31	44	167	620	203	210			
Volume Left	1	0	356	0	44	0	0	203	0			
Volume Right	0	Ō	0	14	0	0	620	0	2			
cSH	193	91	145	318	1343	1700	1700	837	1700		***	
Volume to Capacity	0.01	0.40	2.45	0.10	0.03	0.10	0.36	0.24	0.12			
Queue Length 95th (ft)	0 23.8	40 68.8	767 722. 5	8 17.6	3 7.8	0.0	0.0	24 10.7	0.0			
Control Delay (s) Lane LOS	∠3.8 C	68.8 F	/22.5 F	ا 17.0 C	7.8 A	U.U	U.U	10.7 B	U.U			
Approach Delay (s)	67.5	l -	666.0		0.4			5.2				
Approach LOS	F.		F									
Intersection Summary			÷.									
Average Delay	Comment Marie Instru	<i></i>	157.5	america de la composición del composición de la		·····	<u> </u>					
Analysis Perlod (min)			15									
THE THE PARTY THE SECOND CONTRACTOR OF THE SECOND PROPERTY OF THE SE	1910 BANGE 100 AND SAME AND SA	nan yang sa						~ with Cite annual bediever (b) (1/2)		-, -, -, -, -, -, -, -, -, -, -, -, -, -		

	>	→	*	V	←	4	4	†	<i>*</i>	>	↓	4
Movement -	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Tr.	ት ት			<u>ቀ</u> ጉ	To be a second of the second o	ኻ	ĵ.				
Sign Control ·		Free			Free			Stop			Stop	
Grade		0%			0%			0%	~~~		0%	
Volume (veh/h)	118	1114	0	0	922	209	155	0	309	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 309	1.00 0	1.00	1.00
Hourly flow rate (vph)	118	1114	0	0	922	209	155	0	309	U	0	0
Pedestrians									-			
Lane Width (ft) Walking Speed (ft/s)											and the second	
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)	34 100 CM CONTRACTOR	Al Calle again and spaint from		ancasin unio (Cabinavi Asini	Alban e e e e e e e e e e e e e e e e e e e	THE STATE WAS TO SELECT A SHARE		Entropy (New Agreement where	CATURISTS & BRIDING & PARKETS FOR	NOTE OF STREET AND STREET	20 Maria 20	
Upstream signal (ft)					306							
pX, platoon unblocked	0.80	200000000000000000000000000000000000000					0.80	0.80		0.80	0.80	0.80
vC, conflicting volume	1131			1114			1811	2481	557	2128	2376	566
vC1, stage 1 conf vol		71 - 10 A B B B B B B B B B B B B B B B B B B							•			
vC2, stage 2 conf vol										- 4	0.470	212
vCu, unblocked vol	915			1114			1764	2600	557	2160	2470	210
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)	2.2			2.3			3.6	4,1	3.4	3.5	4.0	3.3
tF (s) p0 queue free %	2.2 80			2.3 100			3.0 0	100	33	100	100	100
cM capacity (veh/h)	579			600			35	15	464	6	18	633
	C1223022500000000000				11152							
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	NB 2					
Volume Total	118	557 0	557 0	615 0	516 0	155 155	309 0					
Volume Left Volume Right	118 0	0	0	0	209	100	309					
cSH	579	1700	1700	1700	1700	35	464					
Volume to Capacity	0.20	0.33	0.33	0.36	0.30	4.49	0.67					
Queue Length 95th (ft)	0.20 19	0.00	0.00	0.00	0.00	Err	120			glere tempereten int	Section Assessment Constitution	San
Control Delay (s)	12.8	0.0	0.0	0.0	0.0	Err.	26.9					
Lane LOS	В					F	D				O) SSIGNER STATE STATE OF THE S	100 100 100 100 100 100 100 100 100 100
Approach Delay (s)	1.2			0.0		3358.1						
Approach LOS	CONTRACTOR	bodash anconstrument state.	ELAN E SA CAPPAR NEW CORROSSION APPRICAGE SECONS	KP 1000000 - 0.00000 - 0.00000 - 0.00000 - 0.00000 - 0.000000 - 0.000000 - 0.000000 - 0.000000 - 0.000000 - 0.0		F				OF THE PARTY OF TH		
Intersection Summary												
Average Delay			551.7									
Analysis Period (min)			15									
дости не в помен в т. у компроизорием В болевы состое связующим, гостое выудеру д _е одругоду у одругодија у одругодија у	Anna - Magazina da Magazina											

	-		•	←	*	4					
Movement	EBT	EBR	WBL	WBT	NWL	NWR					
Lane Configurations	4			4						,	
Sign Control	Free			Free	Stop						
Grade	0%			0%	0%						
Volume (veh/h)	501	329	708	879	0	0					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Hourly flow rate (vph) Pedestrians	501	329	708	879	0	0					
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)		en e				i Tallia kanali kindi kanali kanali kin	i interviente de la companie de la c	istronización initiales (con sur la			e en pontro meno p
Median type					None						
Median storage veh)											
Upstream signal (ft)										0.00	
pX, platoon unblocked	7		020		2000	ccc					
vC, conflicting volume vC1, stage 1 conf vol			830		2960	666			enio esta del como	nadana namata	
vC1, stage 2 conf vol											
vCu, unblocked vol			830		2960	666					
tC, single (s)			4.1		6.4	6.2					
tC, 2 stage (s)	######################################	15486-1946-1.C-83910591.4-1		98327-09-4-BE-90-C-EED-90-	54441940 ABY C THEP-LAY SHIF-A	AND THE STREET, AND THE STREET, THE STREET	obstate the contract of the co	with real file-continuous muserous a piliting of free	of Tribitamide steady freedom and the Co. No. 4450		chanterodeses
tF (s)			2.2		3.5	3.3					
p0 queue free %			10		100	100					
cM capacity (veh/h)			789		2	460					
Direction, Lane#	And the second s	WB 1									
Volume Total	830	1587									
Volume Left	0	708									
Volume Right cSH	329 1700	0 789	المرازية		and the same of the same						A CONTRACTOR
Volume to Capacity	0.49	0.90									
Queue Length 95th (ft)	0.49	300	Samuel Control						9.5549-00-00-00-00-00-00-00-00-00-00-00-00-00		
Control Delay (s)	0.0	51.9									
Lane LOS		F									
Approach Delay (s)	0.0	51.9									
Approach LOS								and a property set of	composition of the strengt strength of the		
Intersection Summary											
Average Delay	1		34.1		•						
Analysis Period (min)			15								

Intersection has too many legs for HCM analysis.

	ᄼ	-	*	*	4	•	1	†	1	1	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4.4	<u>ተ</u> ጉ		¹⁸ 5		ř	ħ	ት ት	7	آلاً ا	ት	7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	3303	3218	0	1787	3574	1599	1641	3282	1468	1736	3471	1553
Flt Permitted	0.950			0.950			0.688			0.675		
Satd. Flow (perm)	3303	3218	0	1787	3574	1599	1188	3282	1468	1233	3471	1553
Satd. Flow (RTOR)		208				63			47			436
Volume (vph)	355	370	215	46	375	63	338	122	47	115	102	436
Lane Group Flow (vph)	355	585	0	46	375	63	338	122	47	115	102	436
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		2	6		6
Total Split (s)	13.0	24.0	0.0	9.0	20.0	20.0	27.0	27.0	27.0	27.0	27.0	27.0
Act Effct Green (s)	10.8	20.7		5.0	11.3	11.3	25.9	25.9	25.9	25.9	25.9	25.9
Actuated g/C Ratio	0.18	0.34		0.08	0.19	0,19	0.43	0.43	0.43	0.43	0.43	0.43
v/c Ratio	0.60	0.47		0.31	0.56	0.18	0.66	0.09	0.07	0.22	0.07	0.47
Control Delay	27.3	11.2		31.7	24.9	7.2	23.5	11.5	4.7	13.4	11.4	3.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	11.2		31.7	24,9	7.2	23.5	11.5	4.7	13.4	11.4	3.6
LOS	С	В		С	С	A	C	В	A	В	В	Α
Approach Delay		17.3			23.2			18.9			6.5	
Approach LOS		В			С			В			Α	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

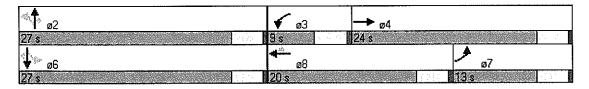
Maximum v/c Ratio: 0.66

Intersection Signal Delay: 16.0

Intersection LOS: B

Analysis Period (min) 15

Splits and Phases: 6: Lake Hughes & Castaic



	ᄼ		*	•	*	*	4	†	<i>></i>	-	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		લી	7		4			4		manage Paragement, according	4	ne sus nemeconomital A
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	11	235	87	458	352	71	123	233	504	53	236	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	11	235	87	458	352	71	123	233	504	53	236	26
Direction, Lane#	EB 1	EB2	WB 1	NB 1	SB 1							
Volume Total (vph)	246	87	881	860	315		****					
Volume Left (vph)	11	0	458	123	53							
Volume Right (vph)	0	87	71	504	26							
Hadj (s)	0.04	-0.68	0.11	-0.29	0.02							
Departure Headway (s)	9.2	8.5	8.5	8.0	8.8							
Degree Utilization, x	0.63	0.21	2.07	1.90	0.77							
Capacity (veh/h)	375	413	431	458	402						five street and the street and the street	000000 0000000000000000000000000000000
Control Delay (s)	25.4	12.5	508.0	432.7	35.3							
Approach Delay (s)	22.0		508.0	432.7	35.3		******************************		in a last of the contract of			
Approach LOS	С		F	F	E							
Intersection Summary												
Delay			350.9									and the second
HCM Level of Service			F							***************************************		Renader SW/college(NP)
Analysis Period (min)			15									

		*	•	-	4	1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	*			ተ	ĸ	7	
Sign Control	Free			Free	Stop	•	
Grade	0%	ALIGUES PROPERTIES COMPANIES DE PA	00000X 1/4K 1/C 1/4/D/K 4/C/20	0%	0%	NATIONAL CARECTS AND STANSON SERVICES	CCC or 2 Terrification for the CCC and Terrification of the CCC or 2 Terrification for the CC
Volume (veh/h)	505	0	0	1167	419	1058	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	505	0	0	1167	419	1058	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)	,						
Percent Blockage	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					16	
Right turn flare (veh) Median type					None	10	
Median storage veh)					INULIE	Maria Sandrio Control	
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume			505		1672	505	
vC1, stage 1 conf vol			in in a september of the parties of	arang kancarakan dan merep	ili gi ini ani metamung 122	NA GENERAL GARREST ST. SERVER ST.	
vC2, stage 2 conf vol							
vCu, unblocked vol			505	567-9643 20-68-960 Gartina 23	1672	505	
tC, single (s)			4.2		6.5	6.3	
tC, 2 stage (s)							
tF(s)			2.3		3.6	3.4	
p0 queue free %			100		0	0	
cM capacity (veh/h)			1039		103	559	
Direction, Lane#	EB 1	WB 1	NB 1				
Volume Total	505	1167	1477				
Volume Left	0	0	419				
Volume Right	0	0	1058				
cSH	1700	1700	259				
Volume to Capacity	0.30	0.69	5.71				
Queue Length 95th (ft)	0	0	Err				
Control Delay (s) Lane LOS	0.0	0.0	Err F				
Approach Delay (s)	0.0	0.0	Err				
Approach LOS	U.U	U.U	E EII	and an action	COMMON OF CONTRACT	e describina escendente	term et liet et liet et liet et liet liet li
Intersection Summary							
Average Delay	7,50	4	1689.9				
Analysis Period (min)			15				
·		**					

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

	_A	→	*	*	4-	4	4	†	<i>p</i>	\	↓	4
Movement	EBL	EBT	EBR	MBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ķ	4Î		ኻ	र्स		ሻ	^	7	ħ	1>	
Sign Control		Stop			Stop		,	Free		•	Free	
Grade		0%		5V-2000-1*00	0%			0%			0%	
Volume (veh/h)	3	60	0	363	17	19	68	420	394	98	118	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	3	60	0	363	17	19	68	420	394	98	118	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s) Percent Blockage												
Right turn flare (veh)							Alba Salas Salas					
Median type		None			None							
Median storage veh)		110116			IVOLIC			and the same				
Upstream signal (ft)												
pX, platoon unblocked												5.1600,000,000
vC, conflicting volume	900	1266	120	900	875	420	123	750		814		
vC1, stage 1 conf vol	STORESTONES AND	a del alte es sissipi a salle e sis	Carl Vision sala un Visio	Aller State St	oran karat da San San		iki distrika ku terbesa katili k	Control of the Contro				\$2.000 PACES PROCESS CO
vC2, stage 2 conf vol												
vCu, unblocked vol	900	1266	120	900	875	420	123	20120024244242010		814		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.1		
tC, 2 stage (s)		and treatment for our size of Contraction of Co	·									
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.2		
p0 queue free %	99	58	100	0	93	97	95	TOTAL PLANT (THE AND ADDRESS OF THE		88		ta National territorio de colonies
cM capacity (veh/h)	209	142	931	151	238	625	1446			817		
Direction, Lane#	EB1	EB 2	WB1	WB 2	NB 1	NB 2	NB 3	SB1	SB 2			
Volume Total	3	60	242	157	68	420	394	98	123			
Volume Left	3	0	242	121	68	0	0	98	0	V.S		i presume universitation
Volume Right	0	0	0	19	0	0	394	0	5		and the second	
cSH	209	142	151	174	1446	1700	1700	817	1700			
Volume to Capacity	0.01	0.42	1.60	0.90	0.05	0.25	0.23	0.12	0.07			
Queue Length 95th (ft)	1	47	419	167	4	0	0	10	0			
Control Delay (s)	22.5		351.9	97.9	7.6	0.0	0.0	10.0	0.0			
Lane LOS	C 46.7	E	F 251.9	F	A 0.6			B 4,4				
Approach Delay (s) Approach LOS	46.7 E		251.9 F		סוט			4.4				
Intersection Summary												
Average Delay			67.1									
Analysis Period (min)			15									

	۶	→	*	•	4 —	*	4	†	<i>></i>	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኻ	ቀ ቀ			ትኩ			ર્ન	7			
Sign Control		Free			Free			Stop			Stop	
Grade	400	0%			0%	446	470	0%	400	n n	0%	_
Volume (veh/h)	189	533	100	0 1.00	731	419 1.00	478 1.00	0 1.00	408 1.00	0 1.00	0 1.00	0 1.00
Peak Hour Factor Hourly flow rate (vph)	1.00 189	1.00 533	1.00 0	1.00	1.00 7 31	419	478	0.1	408	0.1	0.0	0.00
Pedestrians	109	J03	U	U	101	413	410		400	Marco College Property (193	U	oon samaanis asi oo
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	2216042710404730000	~ 0 1100 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 TAAAA 4 COO AAA	***************************************	individual to add a find of a presidence				12			
Median type								None			None	
Median storage veh)												
Upstream signal (ft)				3 3 5	306		0.00	0.00		0.00	0.00	0.92
pX, platoon unblocked	0.92 1150			533			0.92 1 27 6	0.92 2061	266	0.92 1585	0.92 1852	575
vC, conflicting volume vC1, stage 1 conf vol	1150			233	Latin William		12/0	2001	200	1000	1002	JIJ
vC1, stage 2 conf vol												
vCu, unblocked vol	1075			533			1213	2066	266	1548	1838	449
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)		STEELS & SEE AND ADDRESS OF THE		i prijerija i jedin izvista nazvoje prije		Para de la Caractería de la composición del composición de la comp					200 mar 1 mar 2	alitico continuo commenten
tF (s)	2.2			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	67			100			0	100	43	100	100	100
cM capacity (veh/h)	576			1003			91	32	720	23	45	507
Direction, Lane#	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1						
Volume Total	189	266	266	487	663	886						
Volume Left	189	0	0	0	0	478						
Volume Right	0	0	0	0	419	408						and the second second
cSH	576	1700	1700	1700 0.29	1700 0,39	153 5.77						
Volume to Capacity Queue Length 95th (ft)	0.33 36	0.16 0	0.16 0	0.29 0	0.39 0	o.// Err						
Control Delay (s)	14.3	0.0	0.0	0.0	0.0	Err				-		
Lane LOS	14.3 B	0.0	0.0	0.0		F						
Approach Delay (s)	3.7			0.0		Err						
Approach LOS	liens (eller prosies to le					F		i gi i defendi dendeke i Saki				
Intersection Summary												
Average Delay		3	3213.1	Color de la Color	Water Committee of the		and Sallanda and a			1 - 11 - 2 - 1 - 2 - 1 - 1 - 1 - 1 - 1 -		en e
Analysis Period (min)			15									
Antonis (Antonis (Antonis Antonis Anto			and the second second		manikatini piringan kangan ka	5 4 5 5 5 5 5 5 6 5 6 5 6 5 6 5 6 5 6 5	600 109666 8 KY 2517 3111 1260	1900-1900-1900-1900-1900-1900-1900-1900	. marine 2 a 160 into 6 5 th 20 th 20 int	ennast et 2000 Killetik (s. 1848)	nnester 2015 VIII SHA	arzo esserbirrologo esta Si

	>	74	•	←	*	4	
Movement	EBT	EBR	WBL	WBT	NWL	NWR	
Lane Configurations	4			4			
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Volume (veh/h)	354	380	933	850	0	0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	354	380	933	850	0	0	
Pedestrians Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type					None		
Median storage veh)					iddinala si i zniberilikili.	ante e l'ante assiste anno e	
Upstream signal (ft)							
pX, platoon unblocked	04.092.042.000.000.000	0.0000000000000000000000000000000000000					
vC, conflicting volume			734		3260	544	
vC1, stage 1 conf vol		************			~~~		
vC2, stage 2 conf vol							
vCu, unblocked vol			734		3260	544	
tC, single (s) tC, 2 stage (s)	an an an an an an		4.1		6.4	6.2	
tF (s)			2,2		3.5	3.3	
p0 queue free %			2.2 0		0.0 0	3.3 100	
cM capacity (veh/h)			857		0	539	
700000 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ro a	ARITS 4					
Direction, Lane # Volume Total	EB 1 734	WB 1 1783					
Volume Left	734 0	933					
Volume Right	380	955					
cSH	1700	857					
Volume to Capacity	0.43	1.09					
Queue Length 95th (ft)	0	600					
Control Delay (s)	0.0	115.9					
Lane LOS	2-5-400 CCC/#440389 (AMILIA	F	***************************************	MARKET PARTY CONTRACTOR			1905 Marie 4 Anton 1904 - 1904 Ang a
Approach Delay (s)	0.0	115.9					
Approach LOS							
Intersection Summary							
Average Delay			82.1				
Analysis Period (min)			15				
	- 11 1 10						1 P 1 P 1 P 1 P 1 P 1 P 1 P 1 P 1 P 1 P

HCM Unsignalized Intersection Capacity Analysis	2030 AM Peak Hour with Northlake Phase 1
5: Castaic & Ridge Route	1/5/2007
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Intersection has too many legs for HCM analysis.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	ት })F	<u></u>	*	ሻ	ት	7	75	ት	74
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	3303	3355	0	1787	3574	1599	1641	3282	1468	1736	3471	1553
Flt Permitted	0.950			0.950			0.732			0.719		
Satd. Flow (perm)	3303	3355	0	1787	3574	1599	1264	3282	1468	1314	3471	1553
Satd. Flow (RTOR)		24				71			15			198
Volume (vph)	646	811	87	31	1412	75	176	55	15	27	37	198
Lane Group Flow (vph)	646	898	0	31	1412	75	176	55	15	27	37	198
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases						8	2		-2	6		6
Total Split (s)	21.0	50.0	0.0	9.0	38.0	38.0	21.0	21.0	21.0	21.0	21.0	21.0
Act Effct Green (s)	17.0	51.0		5.0	33.6	33.6	17.0	17.0	17.0	17.0	17.0	17.0
Actuated g/C Ratio	0.21	0.64		0.06	0.42	0.42	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.92	0.42		0.30	0.94	0.10	0.65	0.08	0.05	0.10	0.05	0.41
Control Delay	51.2	8.2		44,4	35.1	4.6	41.9	25.7	13.1	26.5	25.4	7.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	8.2		44.4	35.1	4.6	41.9	25.7	13.1	26.5	25.4	7.1
LOS	D	Α		D	D	Α	D	С	В	С	С	A
Approach Delay		26.2			33.8			36.5			11.7	
Approach LOS		С			С			D			В	

Cycle Length: 80

Actuated Cycle Length: 79.6

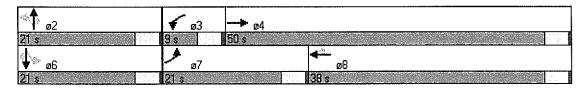
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 29.1

Analysis Period (min) 15

Intersection LOS: C



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7		4			4			4	
Sign Control		Stop			Stop			Stop			Stop	and the second
Volume (vph)	5	304	171	611	134	24	101	504	336	36	192	9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	5	304	171	611	134	24	101	504	336	36	192	9
Direction, Lane#	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total (vph)	309	171	769	941	237				·			
Volume Left (vph)	5	0	611	101	36							
Volume Right (vph)	0	171	24	336	9							
Hadj (s)	0.03	-0.68	0.19	-0.16	0.04							
Departure Headway (s)	8.9	8.2	8.5	8.0	9.2	ON-W-7-D-W-7-C-W-0-7-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0-W-0-0	···		···			
Degree Utilization, x	0.76	0.39	1.81	2.10	0.60							
Capacity (veh/h)	393	435	429	455	380							
Control Delay (s)	33.8	15.0	395.0	521.3	25.2							
Approach Delay (s)	27.1		395.0	521.3	25.2						•	
Approach LOS	D		F	F	D							
Intersection Summary												
Delay			335.1									
HCM Level of Service	AND THE PERSON NAMED OF STREET	or constitutional control of the control	F	no. e.u. on one of the collection of the collect	and an account with a size of disposation	and the second s	and the same of th			4		
Analysis Period (min)			15			6.0						
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	→	•	*	-4	4	<i>></i>			
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	<u></u>			Ą	7f	<u></u> र्ह	- 18 Maria Pari Brook Maria Maria	uk sajata sistem dapan i ja	
Sign Control	Free			Free	Stop				
Grade	0%		Talanda (1997)	0%	0%				
Volume (veh/h)	354	0	0	1537	246	957			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	354	0	0	1537	246	957			
Pedestrians					kiri listinen irakeilistä				animistra de la composició de la composi
Lane Width (ft)									
Walking Speed (ft/s)	etrania de la districción	(M) in the second of the second of the		es sel sissi e la company de					i e igilazione elemen
Percent Blockage									
Right turn flare (veh)	e access de la tronsita d'Addit San Addition	000 400 00 00 00 00 00 00 00 00 00 00 00	aco-159455572657265	en e 4000 (2004 EN 2005)	ge genegating to the paint to 200 th Child Child Child	16	n - marin na - marin a de de deservició e de tra de 1966 de 1965 de 1965 de 1965 de 1965 de 1965 de 1965 de 19	w	er in servente tel de 2000-1000
Median type					None				
Median storage veh)	e alle men de grannigen de de la margin de l	an ear eastern air seath de le Colonial de le Colon	THE PERSON NAMED IN THE PERSON NAMED IN	THE PERSON OF TH	and the statement of the state		The second secon	a management and the second of	
Upstream signal (ft)									
pX, platoon unblocked									
vC, conflicting volume			354		1891	354			
νC1, stage 1 conf vol	The second secon	ATAM							
vC2, stage 2 conf vol									
vCu, unblocked vol			354		1891	354			
tC, single (s)			4.2		6.5	6.3			
tC, 2 stage (s)									
tF (s)			2.3		3.6	3.4			
p0 queue free %		71	100	20000000000000000000000000000000000000	0	0			
cM capacity (veh/h)			1183		75	681			
Direction, Lane#	EB 1	WB 1	NB 1						
Volume Total	354	1537	1203						
Volume Left	0	0	246					**************************************	
Volume Right	0	0	957						
cSH	1700	1700	279	sessenta establica (de Sellebilla)	eccentristic de la Caldida de Caldida.	1000 CANADA CANADA SA 1664	grammy and chair at 1 an aigh 13 ann aig 14 an 15	oon aan an 1965 in 2017 et beland eek beeld ek balle	
Volume to Capacity	0.21	0.90	4.30						
Queue Length 95th (ft)	0	0	Err	r SAN SAN A ANGLE TENNING AND THE POLICE	seperationis Grains (Consideration)	n rene es a bialitais es la recis hidricidade	e den er ster vinder (Spengeliet i vindinger), kending i vindinger en en er ster en en er ster en en en en en	ggrunn and eineigh of the timest for its to 1,525%.	ez-ninariografici
Control Delay (s)	0.0	0.0	Err		-102				
Lane LOS	annia i ettakit i rita (1864)	NOON KARAMAKA (MINDA) KARAMAA (MINDA)	F	arayata iyazin ganizili i	12 m (12 m (12 m) 12 m) (12 m)	areas and starting the second Tales (2)	ream. 2015. Seman 2017 FOT the 47 SETEN LONG FOUND LANGUAGE SCHOOL SETENATION SCHOOL	processor, all the property and the second second second	40-076870X8932
Approach Delay (s)	0.0	0.0	Err						
Approach LOS	ogunogade i diridas i residenti la dilisi	a san kathir ini dan karaninin dan k	F	100 miles 100 100 000 000 00 10 10 10 10 10 10 10	consist and the Relieve of the services	rreasumenthiologists 2014 STEEN ACCESS (25%)	as menon han men meno hidik STSTEP II. E. Maladi M. Produktiin (V. SESTE) VII. (1985) (1987)	ramanining distribution of the state of the	ner-1200008 (1686)
Intersection Summary									
Average Delay		3	3887.8						
Analysis Period (min)			15						
generaturum met yet, magai manangum paman pagladi 490 (1964) (1969) 1960 (1974) (1966) 1966 (1966)		TALLES POSTS WELLS NO.						The state of the s	

HCM Unsignalized Intersection Capacity Analysis	2030 AM Peak Hour with Northlake	Phase 1
17: Lake Hughes & Old Road	,	1/5/2007

intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	þ		ኻ	ĵ _ት		ሻ	^	7	ኻ	4	
Sign Control		Stop			Stop			Free			Free	
Grade		0%	á	074	0%	4.4	2.4	0%	4470	000	0%	
Volume (veh/h) Peak Hour Factor	1 1.00	36 1.00	0 1.00	374 1.00	17 1.00	14 1.00	44 1.00	167 1.00	1179 1.00	203 1.00	208 1.00	2 1.00
Hourly flow rate (vph)	1.00	36	0.00	374	1.00	1.00	44	1.00	1179	203	208	2
Pedestrians			, U	J/T		17	7-7	101	1173	200	2.00	
Lane Width (ft)												
Walking Speed (ft/s) Percent Blockage												
Right turn flare (veh)			and the second second									
Median type		None			None							
Median storage veh)		gila kalitaturul astan ka aisindi Sa			ini din baharak alamin di Kaba	College of the College of	en e				escheros y tribinario (cristo)	Calcol Commission Carrier
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	892	2049	209	887	871	167	210	rancisia sa ma		1346		
vC1, stage 1 conf vol vC2, stage 2 conf vol												
vCu, unblocked vol	892	2049	209	887	871	167	210			1346		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.1		
tC, 2 stage (s)		Karasa a sa karasa			am sakani ka spaan kuli saka							aller San Ball Co. L. Sa
tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.2	5.5	
p0 queue free %	99	0	100	0	90	98	97			61		
cM capacity (veh/h)	162	33	831	0	167	867	1343			515		
Direction, Lane#	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB3	SB 1	SB 2			
Volume Total	1	36	374	31	44	167	1179	203	210			
Volume Left	1	0	374	0	44	0	0	203	0			
Volume Right cSH	0 162	0	0	14	0 1343	0 1700	1179	615	1700			
Volume to Capacity	0.01	33 1.10	0 Err	263 0.12	0.03	0.10	1700 0,69	515 0.39	1700 0.12			
Queue Length 95th (ft)	0.01	97	Err	10	3	0.10	0.03	47	0.12			
Control Delay (s)	27.3	372.8	Err	20.5	7.8	0.0	0.0	16.5	0.0			
Lane LOS	D	F	F	C	Α			С			# 1 1	*************
Approach Delay (s)	363.5		Err		0.2			8.1				and the same of th
Approach LOS	F		F									
Intersection Summary												
Average Delay			Err									
Analysis Period (min)			15									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ŋ.	ቀቀ			ሶ ሱ		. ኝ	₽.	and the second second			Name and Company of the Company of t
Sign Control		Free			Free		48 6 G	Stop			Stop	
Grade		0%			0%			0%		_	0%	
Volume (veh/h)	118	1132	0	- 0	1481	266	155	0	412	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	118	1132	0	0	1481	266	155	0	412	0	0	0
Pedestrians												
Lane Width (ft) Walking Speed (ft/s)											and the state of the	
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					306							
pX, platoon unblocked	0.62	ON STREET STREET STREET STREET			en constante and constante more		0.62	0.62	28.000 1000000000000000000000000000000000	0.62	0.62	0.62
vC, conflicting volume	1747			1132			2108	3115	566	2828	2982	874
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1592			1132			2175	3797	566	3334	3582	185
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)	0.0			0.0			3.6	4.1	3.4	3.5	4.0	3.3
tF (s)	2.2 52	and the second second	. داردگلیدگاری	2.3 100			ა.ნ 0	4.1 100	ა. 4 10	3.5 100	100	100
p0 queue free % cM capacity (veh/h)	245			590			10	100	457	0	2	509
				Sage San State & San State & Sales					451	U		000
Direction, Lane#	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	NB 2					
Volume Total	118	566	566	987	760	155	412					
Volume Left	118	0	0	0	0 266	155 0	0 412					
Volume Right	0 245	1700	0 1700	1700	200 1700	ט 10	457	- Arrange - Arrange		and and an analysis of the second		
cSH Volume to Capacity	245 0.48	0.33	0.33	0.58	0.45	16.31	0.90					
Queue Length 95th (ft)	0.40 61	0.33 0	0.55	0.30	0.43	Err	248					
Control Delay (s)	32.7	0.0	0.0	0.0	0.0	Err	51.3					
Lane LOS	D		0.0			F.	F					
Approach Delay (s)	3.1			0.0		2770.7	•					
Approach LOS				enelikikalistetetiki	ansarientia (F		3 Levi V 20 20 12 12 20 20 20 20 20 20 20 20 20 20 20 20 20	O MORINO A PARAMENTA DE MAIO A SERVICIO DE PARAMENTO DE PARAMENTO DE PARAMENTO DE PARAMENTO DE PARAMENTO DE P		umana wani 1047 ilah bil	rana i Salah Si Kibil i Pikib
Intersection Summary		in the section of	441.9									
Average Delay Analysis Period (min)			441.9									
Analysis Feriou (IIIIII)			ان					nasa salaman andari				de viralent Conserv

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Movement	EBT	EBR	WBL	WBT	NWL	NWR	
Lane Configurations	λ			र्स			
Sign Control	Free			Free	Stop		
Grade	0%	~		0%	0%		
Volume (veh/h)	530	329	853	889	0	0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph) Pedestrians	530	329	853	889	0	0	
Lane Width (ft)							
Walking Speed (ft/s)						and the second second	
Percent Blockage							
Right turn flare (veh)	Carlo Carlo Colo Colo Colo Colo Colo Colo Colo C						
Median type					None		
Median storage veh)				· · · · · · · · · · · · · · · · · · ·	~*****************		
Upstream signal (ft)							
pX, platoon unblocked			o E O		0000	oo 1	
vC, conflicting volume			859		3290	694	
vC1, stage 1 conf vol vC2, stage 2 conf vol							
vCu, unblocked vol			859		3290	694	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)	ganga kanala ga kanala ka sari		adore service discovered			idilagi programa di Silabila da k	
tF (s)			2.2		3.5	3.3	
p0 queue free %			0		0	100	
cM capacity (veh/h)		(See State	769		0	442	
Direction, Lane#	EB 1	WB 1					
Volume Total	859	1742				9 9 0 0	
Volume Left	0	853					
Volume Right	329	- 0					
cSH	1700 0.51	769 1.11					
Volume to Capacity Queue Length 95th (ft)	0.51 0	596					
Control Delay (s)	-	137.6					
Lane LOS		F					
Approach Delay (s)	0.0	137.6					
Approach LOS	illiklistikinin etä inesikkinis	e Vered im deposite it vive simbole in					SSELLESSEN TO THE SECTION AND A THE SECTION SE
Intersection Summary							
Average Delay			92.2		The same of the State of the same of		
Analysis Period (min)			15				
erromen blendete 7 r vere oprævningere vilkerings (vilkering) (vilkering) (vilkering) (vilkering) (vilkering)		and the state of t					

rsection has too many legs for HCM analysis.	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	N. N.	^ }		ሻ	ቀ ቀ	7	75	<u>ተ</u>	7	*	ት ት	77
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	3303	3286	0	1787	3574	1599	1641	3282	1468	1736	3471	1553
Fit Permitted	0.950			0.950			0.688			0.675		
Satd. Flow (perm)	3303	3286	0	1787	3574	1599	1188	3282	1468	1233	3471	1553
Satd. Flow (RTOR)		69				234			93			436
Volume (vph)	355	711	215	123	537	234	338	122	93	226	102	436
Lane Group Flow (vph)	355	926	0	123	537	234	338	122	93	226	102	436
Turn Type	Prot			Prot		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		. 3	8			2			6	
Permitted Phases						8	2	pro-cuer	2	6		6
Total Split (s)	13.0	23.0	0.0	10.0	20.0	20.0	27.0	27.0	27.0	27.0	27.0	27.0
Act Effct Green (s)	9.8	19.7		6.0	14.0	14.0	24.3	24.3	24.3	24.3	24.3	24.3
Actuated g/C Ratio	0.16	0.33		0.10	0.23	0.23	0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	0.66	0.82		0.69	0.65	0.42	0.70	0.09	0.14	0.45	0.07	0.49
Control Delay	31.1	25.5		48.8	24.4	5.6	26.2	12.1	3.9	17.4	12.0	3.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	25.5		48.8	24.4	5.6	26.2	12.1	3,9	17.4	12.0	3.8
LOS	C	C		D	С	Α	С	В	Α	В	В	Α
Approach Delay		27.0			22.8			19.4			8.9	
Approach LOS		С			С			В			Α	

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

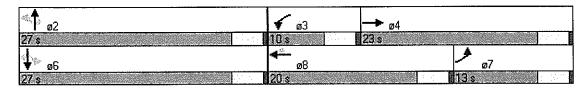
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 20.8

Intersection LOS: C

Analysis Period (min) 15



	<u>^</u>	-	*	*	←	4	4	†	/	-	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	ř		4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	11	235	87	468	352	71	123	233	533	53	236	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	11	235	87	468	352	71	123	233	533	53	236	26
Direction, Lane#	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total (vph)	246	87	891	889	315							
Volume Left (vph)	11	0	468	123	53							
Volume Right (vph)	0	87	71	533	26	and the second second second						
Hadj (s)	0.04	-0.68	0.11	-0.30	0.02							
Departure Headway (s)	9.2	8.5	8.5	8.0	8.8			V				
Degree Utilization, x	0.63	0.21	2.09	1.96	0.77							
Capacity (veh/h)	375	413	431	459	402							
Control Delay (s)	25.4	12.5	518.7	460.1	35.4							
Approach Delay (s)	22.0		518.7	460.1	35.4							
Approach LOS	C		F	F	E							
Intersection Summary												
Delay			366.4									
HCM Level of Service		Marie Marie Constitution of Supplementary	F									
Analysis Period (min)			15									

	>	*	•	◄—	•	1	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	٨			ቀ	ሻ	Ħ	
Sign Control	Free			Free	Stop		
Grade	0%	POTOCOTONAL PERSONNA PARA	CONTRACTOR SANTONIA	0%	0%	CONTRACTOR	g agest cold grammer was great of the control of th
Volume (veh/h)	534	0	0	1322	419	1524	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	534	0	0	1322	419	1524	
Pedestrians			-				
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)						16	
Median type					None		
Median storage veh)							
Upstream signal (ft) pX, platoon unblocked							
vC, conflicting volume			534		1856	534	
vC1, stage 1 conf vol		an dalam da kanada da ka	304	ALL THE PARTY OF T	IOOO	JUT	Y. Tana Malaka da 1900 da maraka da maraka ka 1900 da maraka da 1900 da maraka da maraka da maraka da maraka d
vC2, stage 2 conf vol							
vCu, unblocked vol			534		1856	534	
tC, single (s)			4.2		6.5	6.3	
tC, 2 stage (s)			ala wasala mada a s				
tF(s)			2.3		3.6	3.4	
p0 queue free %	9/10/04/15/04/50/14/50/14/50/14/50/14/50/14/50/14/50/14/50/14/50/14/50/14/50/14/50/14/50/14/50/14/50/14/50/14		100	\$186-\$166-\$166-\$166-\$166-\$166-\$166-\$166-	0	0	
cM capacity (veh/h)			1014		79	538	
Direction, Lane#	EB 1	WB 1	NB 1	,			
Volume Total	534	1322	1943				
Volume Left	0	0	419				
Volume Right	0	-	1524				
cSH	1700	1700	248		erment de la proposition de la fille d	ar new nyelvet og provid til kolle blede kollete.	g and an annument of the College of
Volume to Capacity	0.31	0.78	7.85				
Queue Length 95th (ft)	0	0	Err				
Control Delay (s)	0.0	0.0	Err				
Lane LOS			F	P4 00000-042-042-044-04			
Approach Delay (s)	0.0	0.0	Err				
Approach LOS			F				
Intersection Summary							
Average Delay		5	114.0			0	
Analysis Period (min)			15	To the second			
to make on the first the second s	CONTRACTOR OF THE SECTION OF THE SEC	ananatiya wantiid Gesidi 198		o menincia de sentida e sentid		The state of the s	r market men gregorine, y men and the triang of protessing and an extra trianger protessing the Edition State (Color State

HCM Unsignalized Intersection	Capacity Analysis	2030 PM Peak	Hour with	Northlake	Phase 1
17: Lake Hughes & Old Road					9/26/2006

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg. Channelized right turn lanes are not counted.

	ᄼ	→	*	•	4	4	4	†	1	\	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	آع	1}→		ħ	4		ሻ	^	7	ሻ	₿	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	3	60	0	429	17	19	68	420	531	98	118	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	3	60	0	429	17	19	68	420	531	98	118	5
Pedestrians Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)					A CONTRACTOR OF STREET	and the second					Contract Contract	
Median type		None			None							
Median storage veh)				AND SECTION		an Thair a làisin i siche an là						
Upstream signal (ft)												
pX, platoon unblocked	210345020000000000	KV 10000 234 (100023 (1000000			DOCUMENTO AND CONTROL OF THE PARTY OF THE PA							
vC, conflicting volume	900	1404	120	900	875	420	123			951		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	900	1404	120	900	875	420	123	u -		951		
tC, single (s)	7.1	6.5	6.2	7.2	6.6	6.3	4.1			4.1		
tC, 2 stage (s) tF (s)	3.5	4.0	3.3	3.6	4.1	3.4	2.2			2.2		
p0 queue free %	ა.ა 99	4.0 48	ა.ა 100	ა.ი 0	93	97	2.2 95			2.2 87		
cM capacity (veh/h)	206	115	931	132	234	625	1446			726		
***************************************	liikis kansaid erilijanid kiis	SALIFICAN SEE LA SERVA				Hillian State Secretary and the		65.4	00.0			
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2 123			
Volume Total	3 3	60 0	286 286	1 79 143	68 68	420 0	531 0	98 98	123 0			***************************************
Volume Left Volume Right	ა 0	0	200 0	143	00	0	531	90	5			
cSH	206	115	132	151	1446	1700	1700	726	1700		and the same of th	al average and
Volume to Capacity	0.01	0.52	2.17	1.19	0.05	0.25	0.31	0.13	0.07			
Queue Length 95th (ft)	1	60	594	253	4	0	0	12	0			
Control Delay (s)	22.7	66.2	603.7	191.2	7.6	0.0	0.0	10.7	0.0			
Lane LOS	C	F	F	F	A			В	STA SVIETS DAN HAKATANI			urgenielskiels Dischel
Approach Delay (s)	64.1		444.9		0.5			4.8				
Approach LOS	F	AND AND THE PROPERTY OF THE PR	F			on an art age. A gargeritte of granular Abig						
Intersection Summary				-								
Average Delay	- ey es de la care se		120.2	<u> </u>						<u> </u>		
Analysis Period (min)			15									
07907000000000000000000000000000000000	nant of them is to the become of a	angar ng ministrika ing katalon ing kat	aratan Babatan Ketabah Kebili	00 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ranson operation occidentalistic	e of the most of the same of t	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~					

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Movement	EBL	EBT	EBR	MBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ት ተ			ት ጮ			4	7			
Sign Control		Free			Free			Stop	eden vision and		Stop	
Grade	w	0%			0%			0%			0%	
Volume (veh/h)	189	599	0	0	868	444	478	0	683	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	189	599	0	0	868	444	478	0	683	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s) Percent Blockage												
Right turn flare (veh)			and the same						12			
Median type								None	12		None	
Median storage veh)				o de la companya de l				in in the second se	and a second to	iir is and in the constant of the	Santiturine, v svetski i	Salah (Latin print Sept. 8
Upstream signal (ft)					306							
pX, platoon unblocked	0.87					Carlo Ca	0.87	0.87		0.87	0.87	0.87
vC, conflicting volume	1312			599			1411	2289	300	1768	2067	656
vC1, stage 1 conf vol	SEARCH STUDIOS AND SERVICE CONTRACTOR CONTRA	OLD CONTRACTOR OF CONTRACTOR	E1997004/10000/2000/2000	CONTROL DESTRUCTION AND ADDRESS AND ADDRES	J. (VI.)	ore one year of the control of the control	AND THE PARTY OF T	AND THE PERSON NAMED AND ADDRESS.	Con 10 datum Abrilia di matema and a subbern	and the second second second second		
vC2, stage 2 conf vol		(11)										
vCu, unblocked vol	1211			599			1324	2332	300	1733	2077	458
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)								4 7			4.6	0.0
tF(s)	2.2			2.3			3.6	4.1	3.4	3.5	4.0	3.3
p0 queue free %	61			100 947			0 67	100 18	0 685	100 0	100 27	100 474
cM capacity (veh/h)	484			947			07	10	660	Ų	۷۱.	4/4
Direction, Lane#	EB 1	EB 2	EB3	WB 1	WB 2	NB 1						
Volume Total	189	300	300	579	733	1161						
Volume Left	189	0	0	0	0	478						
Volume Right	0	0	0	0	444	683					30.00	
cSH	484	1700	1700	1700	1700	143						
Volume to Capacity	0.39	0.18	0.18	0.34	0.43	8,13						
Queue Length 95th (ft)	46 17.1	0.0	0.0	0.0	0.0	Err Err						
Control Delay (s) Lane LOS	17.1 C	0.0	0.0	0.0	0.0	F			_			
Approach Delay (s)	4.1			0.0		Err						
Approach LOS	4.1.	la income a securitaria	and a discourage of	0.0		F		CONTRACTOR NAME OF THE PARTY OF				
						1						
Intersection Summary										and the second second		
Average Delay		3	3560.9									
Analysis Period (min)		. Activities and the second	15					and the second				

	->	— *(4	₩—	*	4	
Movement	EBT	EBR	WBL	WBT	NWL	NWR	
Lane Configurations	ተ	71		4			
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Volume (veh/h)	354	380	933	850	0	0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	354	380	933	850	0	0	
Pedestrians	•						
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage					and the second		
Right turn flare (veh)					None		
Median type Median storage veh)					Mone		
Upstream signal (ft)	486			342			
pX, platoon unblocked	400	and the second		_ 072	0.27		
vC, conflicting volume			354		3070	354	
vC1, stage 1 conf vol		Allega Company					
vC2, stage 2 conf vol							
vCu, unblocked vol			354		8729	354	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)	5 1.00 to 2000 to 200-200 to 100	4 Obelian Con Oliveria presence see			25.00-06.02 AX 240-07.00-02.	Ann ES Sond Comment Consum LANSON	
tF (s)		4.5	2.2		3.5	3.3	
p0 queue free %			21		100	100	
cM capacity (veh/h)			1188		0	690	
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	354	380	1783				
Volume Left	0	0	933				
Volume Right	0	380	0				
cSH	1700	1700	1188				
Volume to Capacity	0.21	0.22	0.79				
Queue Length 95th (ft)	0	0	216				
Control Delay (s)	0.0	0.0	23.0				
Lane LOS			C				
Approach Delay (s)	0.0		23.0				and the contract of the contra
Approach LOS							
Intersection Summary				Tr. a			
Average Delay			16.3			•	
Analysis Period (min)			15				

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	N.	^	7	ሻ	*	7	ሻ	ሳ ኁ		Ψj	^	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1641	1727	1468	1770	1863	1583	1703	3331	0	1770	3529	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1727	1468	1770	1863	1583	1703	3331	0	1770	3529	0
Satd. Flow (RTOR)			124			89		28			3	
Volume (vph)	9	37	124	230	62	89	184	867	149	47	1161	24
Lane Group Flow (vph)	9	37	124	230	62	89	184	1016	0	47	1185	0
Turn Type	Prot		Perm	Prot		Perm	Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	. 8	
Permitted Phases			6		2	2						
Total Split (s)	8.0	22.0	22.0	16.0	30.0	30.0	14.0	44.0	0.0	8.0	38.0	0.0
Act Effct Green (s)	4.0	7.5	7.5	12.1	22.1	22.1	10.1	40.3		4.0	30.8	
Actuated g/C Ratio	0.05	0.10	0.10	0.16	0.29	0.29	0.13	0.53		0.05	0.40	
v/c Ratio	0.11	0.22	0.49	0.82	0.12	0.17	0.82	0.57	0-1 8-1-1-10M/CVII-V-WAN	0.53	0.83	
Control Delay	42.1	36.0	13.8	58.4	23.2	7.0	64.5	14.4		60.4	26.8	
Queue Delay	0.0	0.0	0.3	117.4	0.0	0.0	0.0	0.5		0.0	108.8	
Total Delay	42.1	36.0	14.1	175.8	23.2	7.0	64.5	14.8		60.4	135.5	
LOS	D	D	В	F	C	Α	Е	В		Е	F	
Approach Delay		20.4			111.6			22.4			132.7	-
Approach LOS		С			F			С			F	

Cycle Length: 90

Actuated Cycle Length: 76.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 79.2 Analysis Period (min) 15 Intersection LOS: E

Splits and Phases: 5: Castaic & Ridge Route

ø1 X	ø2	€ ø3 × ø4	
8 s / 30 s		8 s 44 s	oji A
♪ ø5	№ ø6	7 ₀7 ✓ ∞8	
16 s	22 s	14 s 38 s	: 1100

	ᄼ	→	•	*		•	•	†	1	-	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	N.K.	<u></u> ተጉ		*5	ሳ ሳጉ		M	<u></u> ቀቀ	7	ሻ	<u>ት</u>	7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	3303	3355	0	1787	5095	0	1641	3282	1468	1736	3471	1553
Flt Permitted	0.950			0.950			0.732			0.719		
Satd. Flow (perm)	3303	3355	0	1787	5095	0	1264	3282	1468	1314	3471	1553
Satd. Flow (RTOR)		25			13				15			198
Volume (vph)	646	811	87	31	1412	75	176	55	15	27	37	198
Lane Group Flow (vph)	646	898	0	31	1487	0	176	55	15	27	37	198
Turn Type	Prot			Prot			Perm	successor contradad - indica	Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases					NOWSWIT / FIRST ONCO T IN SOCIET		2	wagger	2	6		6
Total Split (s)	21.0	46.0	0.0	9.0	34.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
Act Effct Green (s)	16.3	44.3		5.0	27.5		16.1	16.1	16.1	16.1	16.1	16.1
Actuated g/C Ratio	0.23	0.62		0.06	0.38		0.22	0.22	0.22	0.22	0.22	0.22
v/c Ratio	0.86	0.43		0.27	0.76	***************************************	0.62	0.07	0.04	0.09	0.05	0.40
Control Delay	41.0	8.4		40.4	22,1		38.0	23.9	12.3	24.7	23.6	6.8
Queue Delay	0.0	1.2		0.0	2.2	****	8.7	0.0	0.0	0.0	0.0	0.8
Total Delay	41.0	9.6		40.4	24.4		46.7	23.9	12.3	24.7	23.6	7.6
LOS	D	Α	12.0.40×000000000000000000	D	С		D	С	В	С	C	Α
Approach Delay		22.7			24.7			39.5			11.7	
Approach LOS		С			С			D			В	

Cycle Length: 75

Actuated Cycle Length: 71.9

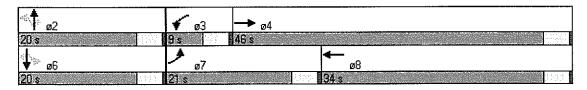
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 23.9

Analysis Period (min) 15

Intersection LOS: C



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્લ	ř	Ť	*			4	7		€\$	
Total Lost ∓ime (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	1879	1599	1752	1802	0	0	1848	1583	0	1839	0
Flt Permitted		0.995		0.950				888.0			0.544	
Satd. Flow (perm)	0	1872	1599	1752	1802	0	0	1654	1583	0	1008	0
Satd. Flow (RTOR)			166		14				336		2	
Volume (vph)	5	304	171	611	134	24	101	504	336	36	192	9
Lane Group Flow (vph)	0	309	171	611	158	0	0	605	336	0	237	0
Turn Type	Perm		Perm	Prot		a II volumentus Paddi	Perm		Perm	Perm		12000 101 100 101 101 101 101 101 101 10
Protected Phases		- 4		3	8			2			6	
Permitted Phases	4		4			******************************	2		2	6		
Total Split (s)	20.0	20.0	20.0	38.0	58.0	0.0	42.0	42.0	42.0	42.0	42.0	0.0
Act Effct Green (s)		16.0	16.0	34.0	54.0			37.6	37.6		37.6	
Actuated g/C Ratio		0.16	0.16	0.34	0.54			0.38	0.38		0.38	
v/c Ratio		1.03	0.43	1.02	0.16			0.97	0.42		0.62	
Control Delay		101.4	10.3	76.1	11.0			61.0	4.1		33.5	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		101.4	10.3	76.1	11.0			61.0	4.1		33.5	
LOS		F	В	Е	В			Е	Α		C	
Approach Delay		69.0			62.7			40.7			33.5	
Approach LOS		E			Ε			D			С	

Cycle Length: 100

Actuated Cycle Length: 99.6

Control Type: Actuated-Uncoordinated

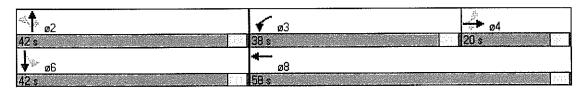
Maximum v/c Ratio: 1.03

Analysis Period (min) 15

Intersection Signal Delay: 52.6

Intersection LOS: D

Splits and Phases: 9: Parker & Old Road



	->	1	*	4	*	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	个			Ą	řĩ	77.77	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Satd. Flow (prot)	1810	0	0	1792	1703	2682	
Flt Permitted					0.950		
Satd. Flow (perm)	1810	0	0	1792	1703	2682	
Satd. Flow (RTOR)						919	
Volume (vph)	354	0	0	1537	246	957	
Lane Group Flow (vph)	354	0	0	1537	246	957	
Turn Type						ustom	
Protected Phases	4			8	5	2	
Permitted Phases				2		5	
Total Split (s)	78.0	0.0	0.0	78.0	21.0	21.0	
Act Effct Green (s)	74.0			86.1	17.0	29.1	
Actuated g/C Ratio	0.67			0.77	0.15	0.26	
v/c Ratio	0.29			1.11	0.94	0.69	
Control Delay	8.6			74.7	90.8	5.9	
Queue Delay	0.0			33.8	0.0	0.0	
Total Delay	8.6			108.4	90.8	5.9	
LOS	Α	V-1-1-1-1		F	F	Α	
Approach Delay	8.6			108.4	23.3		
Approach LOS	Α			F	С		

Cycle Length: 120

Actuated Cycle Length: 111.1
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.11

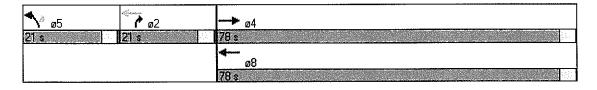
Analysis Period (min) 15

Intersection Signal Delay: 63.9

Intersection LOS: E

Splits and Phases:

10: Parker & I-5 NB



	_>	->	XL	•	←	*	\	×	4	*	×	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	¥	4		ሻ	ዯ	7	ሻ	<u></u>	7	肾	*	7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4,0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1787	1862	0	1719	1810	1538	1719	1810	1538	1770	1863	1583
Fit Permitted	0.524			0.362			0.950			0.950		
Satd. Flow (perm)	986	1862	0	655	1810	1538	1719	1810	1538	1770	1863	1583
Satd: Flow (RTOR)		5				868			88			316
Volume (vph)	61	466	35	82	296	1259	315	155	88	16	63	469
Lane Group Flow (vph)	61	501	0	82	296	1259	315	155	88	16	63	469
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot		Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4	4		8	8	8		6	6		00000000000000000000000000000000000000	2
Total Split (s)	71.0	71.0	0.0	71.0	71.0	71.0	26.0	40.0	40.0	9.0	23.0	23.0
Act Effct Green (s)	67.1	67.1		67.1	67.1	67.1	22.0	39.1	39.1	5.0	16.6	16.6
Actuated g/C Ratio	0.57	0.57		0.57	0.57	0.57	0.19	0.33	0.33	0.04	0.14	0.14
v/c Ratio	0.11	0.47		0.22	0.29	1.01	0.98	0.26	0.15	0.22	0.24	0.95
Control Delay	13.1	17.0		15.1	14.4	36.9	94.1	31.1	7.1	64.1	46.8	46.0
Queue Delay	0.0	0.0		0.0	1.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	17.0		15.1	15.5	53.6	94.1	31.1	7.1	64.1	46.9	46.0
LOS	В	В		В	В	D	F	С	Α	Е	D	D
Approach Delay		16.6			44.8			62.9			46.6	
Approach LOS		- B			D			E			D	

Cycle Length: 120

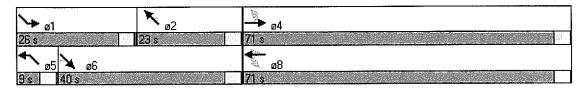
Actuated Cycle Length: 117.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 43.3 Analysis Period (min) 15 Intersection LOS: D

Splits and Phases: 17: Lake Hughes & Old Road



	ᄼ	-	•	•	4	*		†	1	-	‡	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	R	ĵ.		Ţ	र्स		Pi	ተ	7*	14	€ Î	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1770	1863	0	1618	1617	0	1719	1810	1538	1787	1879	0
Fit Permitted	0.950			0.950	0.959		0.556			0.631		
Satd. Flow (perm)	1770	1863	0	1618	1617	0	1006	1810	1538	1187	1879	0
Satd. Flow (RTOR)					6				919		1	
Volume (vph)	1	36	0	374	17	14	44	167	1179	203	208	2
Lane Group Flow (vph)	1	36	0	203	202	0	44	167	1179	203	210	0
Turn Type	Split			Split			Perm		om+ov	Perm		70000 P 0000 P 0000
Protected Phases	4	4		8	8			2	8		6	
Permitted Phases							2		2	6	men (100 til metær) Milled Milledoni	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0
Act Effct Green (s)	6.4	6.4		16.2	16.2		11.5	11.5	35.0	11.5	11.5	
Actuated g/C Ratio	0.14	0.14		0.41	0.41		0.29	0.29	0.88	0.29	0.29	
v/c Ratio	0.00	0.14		0.31	0.31		0.15	0.32	0.81	0.59	0.39	
Control Delay	19.0	20.1		12.9	12.5		13.6	14.2	7.9	21.5	14.7	
Queue Delay	0.0	0.0		8.0	0.8		0.0	0.0	0.2	0.0	0.0	
Total Delay	19.0	20.1		13.7	13,3		13.6	14.2	8.1	21.5	14.7	
LOS	В	С	0401 +9.50.00230705744-000	В	В		В	В	Α	С	В	
Approach Delay		20.1			13.5			9.0			18.1	
Approach LOS		С			В			Α			В	

Cycle Length: 60

Actuated Cycle Length: 39.8

Control Type: Actuated-Uncoordinated

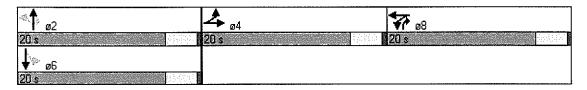
Maximum v/c Ratio: 0.81

Intersection Signal Delay: 11.7

Analysis Period (min) 15

Intersection LOS: B

Splits and Phases: 18: I-5 SB & Old Road



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Lane Group	EBL	EBT	EBR	MBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	13	ተ ተ			ቀቀ	7	ሻ	þ				#2-0-40#797##################################
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1719	3438	0	0	3406	1524	1703	1524	0	0	0	0
Flt Permitted	0.950			44.5			0.950					
Satd. Flow (perm)	1719	3438	0	0	3406	1524	1703	1524	0	0	0	0
Satd. Flow (RTOR)						266		94			و در	
Volume (vph)	118	1132	0	0	1481	266	155	0	412	0	0	0
Lane Group Flow (vph)	118	1132	0	0	1481	266	155	412	0	0	0	0
Turn Type	Prot					Perm	Prot	***************************************			*6.44************	
Protected Phases	7	4			8		5	2				
Permitted Phases						8					1200000 CT007-75000	
Total Split (s)	11.0	53.0	0.0	0.0	42.0	42.0	27.0	27.0	0.0	0.0	0.0	0.0
Act Effct Green (s)	7.2	42.4			34.6	34.6	17.9	19.0				
Actuated g/C Ratio	0.10	0.60			0.49	0.49	0.25	0.27				
v/c Ratio	0.69	0.55			0.88	0.30	0.37	0.86		9200001115		
Control Delay	59.3	9.5			25.7	2.8	25.5	39.4		and the second second		
Queue Delay	0.0	0.5	****		44.0	0.3	0.1	0.0				
Total Delay	59.3	10.0			69.7	3.0	25.7	39.4				
LOS	E	В			E	Α	С	D				
Approach Delay		14.7			59.6			35.6				والمستوالين
Approach LOS		В			Ε			D				

Cycle Length: 80

Actuated Cycle Length: 70.3

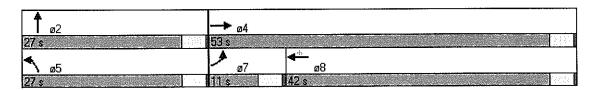
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 40.0 Analysis Period (min) 15

Intersection LOS: D

Splits and Phases: 23: Lake Hughes & I-5 NB



	→		•	←	*	4	
Movement	EBT	EBR	WBL	WBT	NWL	NWR	
Lane Configurations	^	7		4			
Sign Control	Free			Free	Yield		
Grade	0%			0%	0%		
Volume (veh/h)	530	329	853	889	0	0	
Peak Hour Factor Hourly flow rate (vph)	1.00 530	1.00 329	1.00 853	1.00 889	1.00 0	1.00 0	
Pedestrians	930	029	000	009	U	U	
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)		Sec. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10					
Median type					None		
Median storage veh)					and a first section of the care of the contract of the care of the	and the second of the second o	
Upstream signal (ft)	486			342			
pX, platoon unblocked			0.95		0.43	0.95	
vC, conflicting volume			530	e constant and	3125	530	
vC1, stage 1 conf vol	·						
vC2, stage 2 conf vol vCu, unblocked vol			506		5720	506	
tC, single (s)			4.1		6.4	6.2	
tC, 2 stage (s)			-T. I		0.4	U.Z	
tF(s)			2.2		3.5	3.3	
p0 queue free %			14		100	100	
cM capacity (veh/h)			993		0	539	
Direction, Lane#	EB 1	EB 2	WB 1			N/	
Volume Total	530	329	1742				
Volume Left	0	0	853				
Volume Right	Ö	329	0				
cSH	1700	1700	993				
Volume to Capacity	0.31	0.19	0.86				
Queue Length 95th (ft)	0	0	279		34200-3440-34500000		and an overland an overland a state of the translation of the field of
Control Delay (s)	0.0	0.0	36.6				
Lane LOS			E				
Approach Delay (s)	0.0		36.6				
Approach LOS							
Intersection Summary							
Average Delay			24.5				
Analysis Period (min)			15				

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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	Ĭζ	^	7	ሻ	ተ	7	'n	ቀ ጮ		ሻ	ት ቕ	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1641	1727	1468	1770	1863	1583	1703	3263	0	1770	3522	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	1727	1468	1770	1863	1583	1703	3263	0	1770	3522	0
Satd. Flow (RTOR)			251			49		90			5	Section Section
Volume (vph)	22	129	251	363	124	49	360	1158	452	64	640	24
Lane Group Flow (vph)	22	129	251	363	124	49	360	1610	0	64	664	0
Turn Type	Prot		Perm	Prot		Perm	Prot	**************************************		Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6		2	2			Language to the book			
Total Split (s)	8.0	21.0	21.0	13.0	26.0	26.0	14.0	28.0	0.0	8.0	22.0	0.0
Act Effct Green (s)	4.3	10.4	10.4	10.0	21.2	21.2	16.6	31.2		4.0	17.0	
Actuated g/C Ratio	0.06	0.15	0.15	0.14	0.30	0.30	0.24	0.45		0.06	0.24	
v/c Ratio	0.22	0.50	0.58	1.44	0.22	0.10	0.89	1.07		0.63	0.77	
Control Delay	37.0	33.4	9.6	247.7	20.4	7.0	40.5	55.6		62.2	31.1	The second second
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0		0.0	0.4	
Total Delay	37.0	33.4	9.9	247.7	20.4	7.0	40.5	55.6		62.2	31.5	
LOS	D	C	A	F	С	Α	D	E		E	С	
Approach Delay		18.9			173.1			52.8			34.2	and the same of
Approach LOS		В			F			D			С	

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 48 (69%), Referenced to phase 2:NWT and 6:SET, Start of Green

Control Type: Actuated-Coordinated

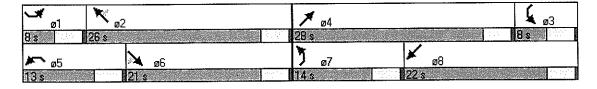
Maximum v/c Ratio: 1.44

Intersection Signal Delay: 63.1

Intersection LOS: E

Analysis Period (min) 15

Splits and Phases: 5: Castaic & Ridge Route



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4.4	ት ት		Ŋ	ሶ ሳጉ		Ϋ́	ቀቀ	7	ሻ	ት ት	7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	3303	3286	0	1787	4899	0	1641	3282	1468	1736	3471	1553
Flt Permitted	0.950			0.950			0.688			0.675		
Satd. Flow (perm)	3303	3286	0	1787	4899	0	1188	3282	1468	1233	3471	1553
Satd. Flow (RTOR)		77			202				93			436
Volume (vph)	355	711	215	123	537	234	338	122	93	226	102	436
Lane Group Flow (vph)	355	926	0	123	771	0	338	122	93	226	102	436
Turn Type	Prot			Prot			Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2		2	6		6
Total Split (s)	11.0	22.0	0.0	9.0	20.0	0.0	24.0	24.0	24.0	24.0	24.0	24.0
Act Effct Green (s)	9.4	18.6		5.0	12.4		21.2	21.2	21.2	21.2	21.2	21.2
Actuated g/C Ratio	0.17	0.34		0.09	0.23		0.39	0.39	0.39	0.39	0.39	0.39
v/c Ratio	0.63	0.80		0.76	0.61		0.74	0.10	0.15	0.48	0.08	0.50
Control Delay	29.5	22.1		57.3	15.6		28.5	11.9	4.0	17.7	11.7	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	22.1		57.3	15.6		28.5	11.9	4.0	17.7	11.7	4.0
LOS	C	С		E	В		С	В	Α	В	В	A
Approach Delay		24.2			21.4			20.7			9.1	
Approach LOS		С			С			С			Α	

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

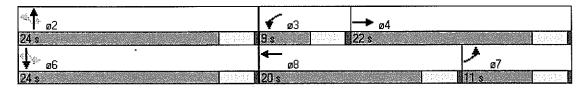
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 19.6

Intersection LOS: B

Analysis Period (min) 15



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	ř	*	^			4			4>	PARTY AND THE
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	0	1877	1599	1752	1799	0	0	1700	• 0	0	1828	0
Flt Permitted		0.970		0.950				0.889			0.767	
Satd. Flow (perm)	0	1825	1599	1752	1799	0	0	1522	0	0	1413	0
Satd. Flow (RTOR)			86		10			93			6	
Volume (vph)	11	235	87	468	352	71	123	233	533	53	236	26
Lane Group Flow (vph)	0	246	87	468	423	0	0	889	0	. 0	315	0
Turn Type	Perm		Perm	Prot			Perm			Perm		
Protected Phases	10000	4		3	8			2			6	
Permitted Phases	4		4				2			6		
Total Split (s)	20.0	20.0	20.0	34.0	54.0	0.0	66.0	66.0	0.0	66.0	66.0	0.0
Act Effct Green (s)		16.0	16.0	30.0	50.0			62.0		*****	62.0	
Actuated g/C Ratio		0.13	0.13	0.25	0.42			0.52			0.52	
v/c Ratio		1.01	0.30	1.07	0.56	Personal Commission Commission Process		1.07	Market Barre		0.43	
Control Delay		112.7	12.9	105.7	29.5			78.1			19.9	
Queue Delay		0.0	0.0	0.0	0.0		*************	0.0			0.0	
Total Delay		112.7	12.9	105.7	29.5			78.1			19.9	
LOS		F	В	F	С			E			В	
Approach Delay		86.7			69.5			78.1	10.00		19.9	
Approach LOS		F			E			Е			В	

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

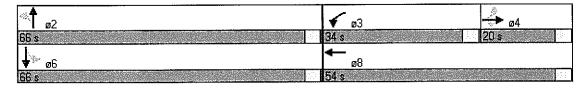
Maximum v/c Ratio: 1.07

Intersection Signal Delay: 68.6

Intersection LOS: E

Analysis Period (min) 15

Splits and Phases: 9: Parker & Old Road



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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	Ą			ተ	'n	77
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1810	0	0	1792	1703	2682
Flt Permitted					0.950	
Satd. Flow (perm)	1810	0	0	1792	1703	2682
Satd. Flow (RTOR)						268
Volume (vph)	534	0	0	1322	419	1524
Lane Group Flow (vph)	534	0	0	1322	419	1524
Turn Type						ustom
Protected Phases	4			8	5	2
Permitted Phases				2		5
Total Split (s)	29.0	0.0	0.0	29.0	20.0	21.0
Act Effct Green (s)	25.0			46.0	16.0	37.0
Actuated g/C Ratio	0.36			0.66	0.23	0.53
v/c Ratio	0.83			1.12	1.08	0.99
Control Delay	33.8			79.9	97.6	35.4
Queue Delay	0.0			37.6	0.0	0.0
Total Delay	33.8			117.5	97.6	35.4
LOS	С			F	F	D
Approach Delay	33.8			117.5	48.8	
Approach LOS	С			F	D	

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 69 (99%), Referenced to phase 2:WBT and 6:, Start of Green

Control Type: Actuated-Coordinated

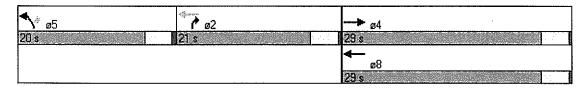
Maximum v/c Ratio: 1.12

Intersection Signal Delay: 70.6

Intersection LOS: E

Analysis Period (min) 15

Splits and Phases: 10: Parker & I-5 NB



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	¥	7		آخ	ϯ	7	" ኘ	<u></u>	<u>*</u>	*1	.	7
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4,0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1787	1832	0	1719	1810	1538	1719	1810	1538	1770	1863	1583
Flt Permitted	0.437			0.436			0.950			0.950		
Satd. Flow (perm)	822	1832	0	789	1810	1538	1719	1810	1538	1770	1863	1583
Satd. Flow (RTOR)	9	17		100		852			81	<u> </u>		196
Volume (vph)	34	247	51	151	297	898	344	100	81	27	96	196
Lane Group Flow (vph)	34	298	0	151	297	898	344	100	81	27	96	196
Turn Type	Perm		4 100-4 TOWN TOWN TOWN TOWN TO	Perm		Perm	Prot	****************************	Perm	Prot	_	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4	4		8	8	8		6	6			2
Total Split (s)	24.0	24.0	0.0	24.0	24.0	24.0	20.0	33.0	33.0	8.0	21.0	21.0
Act Effct Green (s)	16.1	16.1		16.1	16.1	16.1	13.9	23.4	23.4	4.1	8.2	8.2
Actuated g/C Ratio	0.32	0.32		0.32	0.32	0.32	0.27	0.46	0.46	0.07	0.16	0.16
v/c Ratio	0.13	0.50		0.60	0.52	0.84	0.73	0.12	0.11	0.21	0.32	0.47
Control Delay	14.6	17.1		27.5	18.4	11.3	29.4	10.8	3.9	30.3	23.9	8.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	17.1		27.5	18.4	11.3	29.4	10.8	3.9	30.3	23.9	8.2
LOS	В	В		С	В	В	С	В	ΑΑ	С	C	Α
Approach Delay		16.8			14.7			21.9			14.8	
Approach LOS		В			В			С			В	

Cycle Length: 65

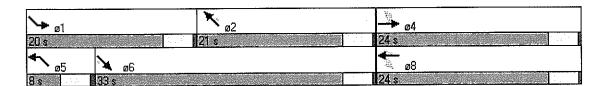
Actuated Cycle Length: 50.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 16.5 Analysis Period (min) 15 Intersection LOS: B

Splits and Phases: 17: Lake Hughes & Old Road



	_ ^	→	•	*	←	•	*	†	1	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	آآ	, ĵ»		ሻ	4		ሻ	^	7	ሻ	1>	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1770	1863	0	1618	1615	0	1719	1810	1538	1787	1870	0
Flt Permitted	0.950			0.950	0.960		0.678			0.250		
Satd. Flow (perm)	1770	1863	0	1618	1615	0	1227	1810	1538	470	1870	0
Satd. Flow (RTOR)					7				531		3	
Volume (vph)	3	60	0	429	17	19	68	420	531	98	118	5
Lane Group Flow (vph)	3	60	0	235	230	0	68	420	531	98	123	0
Turn Type	Split			Split			Perm		om+ov	Perm		
Protected Phases	4	4		8	8			2	8		6	
Permitted Phases							2		2	6		manachalles Acas - Ma
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0
Act Effct Green (s)	7.1	7.1	***************************************	12.1	12.1		14.4	14.4	33.5	14.4	14.4	
Actuated g/C Ratio	0.16	0.16		0.29	0.29		0.35	0.35	0.81	0.35	0.35	
v/c Ratio	0.01	0.20		0.50	0.48		0.16	0.67	0.39	0.60	0.19	
Control Delay	18.7	20.6		18.1	17.3		13.9	21.6	1.3	36.4	13.2	
Queue Delay	0.0	0.0		0.7	0.6		0.0	0.0	0.0	0.0	0.0	
Total Delay	18.7	20.6		18.8	18.0		13.9	21.6	1.3	36.4	13.2	
LOS	В	C		В	В		В	С	Α	D	В	
Approach Delay		20.5			18.4			10.5			23.5	
Approach LOS		С			В			В			С	

Cycle Length: 60

Actuated Cycle Length: 41.2
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

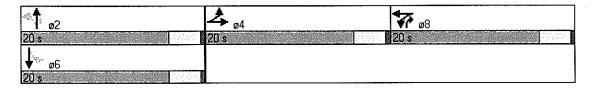
Analysis Period (min) 15

Intersection Signal Delay: 14.6

Intersection LOS: B

Splits and Phases:

18: I-5 SB & Old Road



	^	>	*	•	←	*	•	†	/	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*1	ቀቀ			44	7	• •	ĵ.				
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1719	3438	0	0	3406	1524	1703	1524	0	0	0	0
Fit Permitted	0.950						0.950					
Satd. Flow (perm)	1719	3438	0	0	3406	1524	1703	1524	0	0	0	0
Satd. Flow (RTOR)						444		222				
Volume (vph)	189	599	0	0	868	444	478	0	683	0	0	0
Lane Group Flow (vph)	189	599	0	0	868	444	478	683	. 0	0	. 0	0
Turn Type	Prot		***************************************			Perm	Prot					C-74000-8-000000
Protected Phases	7	4			8		5	2				
Permitted Phases						8		same are sounded to said				
Total Split (s)	11.0	31.0	0.0	0.0	20.0	20.0	24.0	24.0	0.0	0.0	0.0	0.0
Act Effct Green (s)	7.0	27.0			16.0	16.0	20.0	20.0				
Actuated g/C Ratio	0.13	0.49			0.29	0.29	0.36	0.36				
v/c Ratio	0.86	0.36			0.88	0.59	0.77	0.98	TAYANI MISTINGAN A-Zamanan	ERMADURATION AND ARTEST TO THE REAL PROPERTY.	1	mesicam exidomeneraci
Control Delay	62.4	9.4			31.2	5.6	26.5	45.8				
Queue Delay	0.0	0.0			0.0	0.0	0.7	3.1		**************************************	***************************************	
Total Delay	62.4	9.4			31.2	5.6	27.1	48.9				
LOS	E	Α			С	Α	С	D		***		
Approach Delay		22.1	2,1		22.6			39.9				
Approach LOS		С			С			D				

Cycle Length: 55

Actuated Cycle Length: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 28.6 Analysis Period (min) 15 Intersection LOS: C

Splits and Phases: 23: Lake Hughes & I-5 NB

